



ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು

ಸಂಪುಟ - ೧೫೭ Volume - 157	ಬೆಂಗಳೂರು, ಗುರುವಾರ, ೧೫, ಸೆಪ್ಟೆಂಬರ್, ೨೦೨೨(ಭಾದ್ರಪದ, ೨೪, ಶಕವರ್ಷ, ೧೯೪೪) BENGALURU, THURSDAY, 15, SEPTEMBER, 2022(BHADRAPADA, 24, SHAKAVARSHA, 1944)	ಸಂಚಿಕೆ ೧೮೬ Issue 186
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ಭಾಗ ೪

ಕೇಂದ್ರದ ವಿಧೇಯಕಗಳು ಮತ್ತು ಅವುಗಳ ಮೇಲೆ ಪರಿಶೀಲನಾ ಸಮಿತಿಯ ವರದಿಗಳು,
ಕೇಂದ್ರದ ಅಧಿನಿಯಮಗಳು ಮತ್ತು ಅಧ್ಯಾದೇಶಗಳು, ಕೇಂದ್ರ ಸರ್ಕಾರದವರು ಹೊರಡಿಸಿದ
ಸಾಮಾನ್ಯ ಶಾಸನಬದ್ಧ ನಿಯಮಗಳು ಮತ್ತು ಶಾಸನಬದ್ಧ ಆದೇಶಗಳು ಮತ್ತು
ರಾಷ್ಟ್ರಪತಿಯವರಿಂದ ರಚಿತವಾಗಿ ರಾಜ್ಯ ಸರ್ಕಾರದವರಿಂದ
ಪುನಃ ಪ್ರಕಟವಾದ ಆದೇಶಗಳು

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಾಶಾ 17 ಕೇನಿಪು 2022

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.

ದಿನಾಂಕ: 07.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Assisted Reproductive Technology
(Regulation) Rules, 2022ರ Notification-G.S.R. 419(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ
ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF HEALTH AND FAMILY WELFARE**(Department of Health Research)****NOTIFICATION**

New Delhi, the 7th June, 2022

G.S.R. 419(E).—In exercise of the powers conferred by section 42 of the Assisted Reproductive Technology (Regulation) Act, 2021 (42 of 2021), the Central Government hereby makes the following rules, namely:-

1. Short Title and Commencement.— (1) These rules may be called the Assisted Reproductive Technology (Regulation) Rules, 2022.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Definitions.— (1) In these rules, unless the context otherwise requires,-

- (a) “Act” means the Assisted Reproductive Technology (Regulation) Act, 2021;
- (b) “Collection” means the collection of sperms from Males without any surgical procedure;
- (c) “Form” means a form appended to these rules;
- (d) “Storage” means the procedure adopted for storage of gametes or embryos or ovarian tissues.
- (2) The words and expressions used herein and not defined in these rules but defined in the Act, shall have the meanings, respectively assigned to them in the Act.

3. Assisted Reproductive Technology (ART) clinics and banks.— (1) These shall be two levels of clinics, namely:-

- (i) Level 1 ART Clinics, where only intrauterine insemination (IUI) procedure is carried out as part of treatment;
- (ii) Level 2 ART clinics, where the procedures, or as the case may be, techniques, that attempt to obtain a pregnancy shall be carried out by any or all of the following, namely:-
 - (a) surgical retrieval of gametes;
 - (b) handling the oocyte outside the human body;
 - (c) use sperms for fertilization of oocytes;
 - (d) transfer of the embryo into the reproductive system of a woman;
 - (e) carryout storage of gametes or embryos or perform any kind of procedure or technique involving gametes or embryos.

Provided that such clinics may also undertake research.

(2). ART banks shall-

- (i) be responsible for screening, collection and registration of the semen donor and cryopreservation of sperms;
- (ii) perform screening and registration of oocyte donor;
- (iii) operate as semen banks or oocyte banks or both;
- (iv) maintain the records or data of all the donors and shall regularly update the National Registry as provided in sections 23, 27, 28 of the Act.

4. Staff requirement and qualifications in ART clinics and banks.— Staff requirement and their qualifications for two levels of ART clinics and banks shall be as specified in Part 1 of the Schedule.

5. List of minimum equipments.— The list of equipments are as specified in Part 2 of the Schedule.

6. Format for granting of licenses to clinics or banks.— The format for granting of licenses to clinics or banks shall be the same as that of certificate of registration granted under rule 8.

7. Form and manner of an application for registration and fee payable thereof under sub-section (2) of section 15.— An application for registration shall be made by the ART clinics or any such health facility which are carrying out procedures related to the assisted reproductive technology, as defined in the Act, to the appropriate authority in Form-1 and by the ART banks in Form-2. Every application for registration shall be accompanied with a fee of: -

- (i) Rupees **50,000** for Level 1 ART clinic;
- (ii) Rupees **2,00,000** for Level 2 ART clinic;
- (iii) Rupees **50,000** for ART bank:

Provided that if an application for registration of any ART clinic or ART bank has been rejected by the appropriate authority, no fee shall be required to be paid on re-submission of the application by the applicant for the same clinic and the application fees once paid shall not be refunded:

Provided further that the no fee shall be required to be paid by the establishments run by the institute under control of Government.

8. **Certificate of Registration.**— The appropriate authority shall, after making such enquiry and after satisfying itself that the applicant has complied with all the requirements, shall grant a certificate of registration in Form 3 to the applicant. One copy of the certificate of registration shall be displayed by the registered ART clinic or ART bank at a conspicuous place at its place of business.
9. **Manner of appeal.**— The clinic or bank or the commissioning couple or the woman may prefer an appeal to the State Government or the Central Government under section 19 of the Act in the format as specified in Form 4.
10. **The medical examination of donor.**— The sperm or oocyte donor shall be tested for the following communicable diseases, namely:-
 - (a) Human immunodeficiency virus (HIV), types 1 and 2;
 - (b) Hepatitis B virus (HBV);
 - (c) Hepatitis C virus (HCV);
 - (d) Treponema pallidum (syphilis) through VDRL.
11. **Grievance redressal.**— Every clinic and every bank shall maintain a grievance cell in respect of matters relating to such clinics and banks and the manner of making a complaint before such grievance cell be as specified in Form 5.
12. **Insurance coverage/Guarantee for oocyte donor.**— (i) The Intending couple or woman will purchase a general health insurance coverage in favor of oocyte donor for a period of 12 months from an insurance company or an agent recognized by the Insurance Regulatory and Development Authority established under the provisions of the Insurance Regulatory and Development Authority Act, 1999 for an amount which is sufficient enough to cover all expenses for all complications arising due to oocyte retrieval.
 (ii) The intending couple shall sign an affidavit to be sworn before Metropolitan Magistrate or a Judicial Magistrate of first class giving guarantee as per the section 22 (4) (ii) of the Assisted Reproductive Technology (Regulation) Act, 2021.
13. **Other duties of clinics.**— (1) The ART clinic shall-
 - (a) ensure that all unused gametes or embryos shall be preserved by the assisted reproductive technology clinic for use on the same recipient and shall not be used for any other couple, or as the case may be, woman;
 - (b) allow cryopreservation of oocytes, sperms for onco-fertility patients undergoing treatment and for other such conditions, for duration longer than ten years with the permission from the National Board;
 - (c) ensure the controlled ovarian stimulation of woman in order to prevent ovarian hyperstimulation;
 - (d) ensure that pre-implantation genetic testing shall be used to screen the human embryos for known pre existing heritable or genetic diseases and when medically indicated;
 - (e) ensure that no pre-implantation genetic testing shall be done for sex selection for non-medical reasons or selection of particular traits due to personal preferences of the prospective parents or to alter or with a view to alter the genetic constitution of an embryo;
 - (f) maintain the following consent forms, namely;-
 - (i) consent form to be signed by the couple or woman as specified in Form-6;
 - (ii) consent for Intrauterine Insemination with husband's semen or sperm as specified in Form-7;
 - (iii) consent for Intrauterine Insemination with donor semen as specified in Form-8;

- (iv) consent for freezing of embryos as specified in Form-9;
- (v) consent for freezing gametes as specified in Form-10;
- (vi) assent for freezing of gametes sperm or oocytes and parental consent as specified in Form-11;
- (vii) consent for oocyte retrieval as specified in Form-12;
- (viii) consent from oocyte donor as specified in Form-13.
- (2) The ART banks shall maintain the following, namely:-
 - (i) record of use of donor gametes as specified in Forms 14, 14 A and 14B;
 - (ii) consent form for the donor of sperm as specified in Form 15.
- 14. **Examination of gamete donors by ART banks.**— The gamete donor shall be tested for the communicable diseases as specified in rule 10.
- 15. **Manner of obtaining information in respect of a sperm or oocyte donor by a bank.**— The information about number of donors, both sperm and oocyte, screened, maintained and supplied to the clinics shall be maintained and be provided to the National Registry regularly.
- 16. **Manner of obtaining the consent of the commissioning couple or individual for perishing or donating the gametes of a donor or embryo.**— The consent of the commissioning couple or individual for perishing or donating the gametes of a donor or embryo shall be obtained in the format as specified in forms 9 and 10.
- 17. **Research on human gametes or embryo within India.**— (1) The research on human gamete or embryo within India shall be performed after obtaining consent of the commissioning couple for transfer of such gamete or embryo to identified empaneled research institute and notified by the National Board as specified in Forms 9 and 10.
 (2) Subject to revision of the guidelines, the research under sub-rule (1) shall be permitted as per the Indian Council of Medical Research guidelines or Stem Cell research guidelines or the Bio-medical ethics guidelines.
- 18. **Search and seizure of records.**— Every ART clinic or bank shall allow inspection of their place, equipment and records by the National Board, National Registry, State
 Board or appropriate authority or any officer authorized in this behalf. Such inspection of an already registered clinic may take place without any notice. The authorities on inspection shall ensure that entry and search procedure does not place at risk the gametes or embryos stored in the facility.

[F. No. U.11019/14/2022-HR]

GEETA NARAYAN, Jt. Secy.

Schedule 1**Part 1**

(see rule 4)

- A. **The staff requirements and qualifications of the staff in the ART clinics;**
 - (a) **ART Level 1 clinic:** Minimum 01 gynecologist
Qualification: The gynecologist shall be a medical post-graduate in gynecology and obstetrics.
 - (b) **Staffing of ART Level 2 Clinic:** ART clinic Level 2 shall have a minimum of one gynecologist, one anesthetist, one embryologist and one counselor. The additional staff at the level of Director and Andrologist may be employed by the ART Level 2 clinics.
 - (c) **Qualification of staff in ART Level 2 clinics shall be as under:**
 - (i) **Gyanecologist:** The gynecologist will be a medical post-graduate in gynecology and obstetrics and should have record of performing 50 ovum pickup procedures under supervision of a trained ART specialist with at least three years of working experience in an ART clinic under supervision (In the case of gynecologists practicing ART or IVF and are working in ART clinics before the commencement of this Act a post graduate degree in gynecology and obstetrics with at least three years experience and record of 50 ovum pickup procedures shall be acceptable)

OR

A medical post-graduate in gynecology and obstetrics with super specialist Doctorate of Medicine or fellowship in reproductive medicine with experience of not less than three years of working in an ART clinic.

- (ii) **Andrologist:** The Andrologist in a clinic or a bank will be a Mch or DNB in Urology with special training in Diagnosing and Treating Male infertility.

- (iii) **Embryologist:** From the date of commencement of these rules, clinics will hire embryologists only with the following qualifications and experience, namely:-

Post-graduate in clinical embryology (graduated with full time program with minimum four semesters) from a recognised University with additional three years of human ART laboratory experiences in handling human gametes and embryos;

OR

Ph.D. holder full-time Ph.D. project shall be related to Clinical Embryology or assisted reproductive technology or fertility) from a recognised university with an additional one year of human ART laboratory experience in handling human gametes and embryos;

OR

Medical graduate (MBBS) or Veterinary graduate (BVSc) with a post-graduate degree in Clinical Embryology (full-time program) from a recognised University with additional two years of ART laboratory experience in handling human gametes and embryos;

OR

Post-graduate in life sciences or Biotechnology with a minimum of one year of on-site, full-time clinical embryology certified training in addition to four years experience in handling human gametes and embryos in a registered ART level 2 clinic.

Note:- As a one-time measure all embryologists working in ART or IVF clinics before the commencement of these rules, with the below mentioned qualifications and experience may be allowed to continue as an embryologist. However, after the commencement of these rules, all clinics will hire Embryologists with any of the above-mentioned qualification and experience as a criteria:-

Graduate in Life Sciences or Biotechnology or Reproductive Biology/ Veterinary Science with at least five years experience of working in a registered ART or IVF clinic, who have performed at least 500 IVF lab procedures (including Intra Cytoplasmic Sperm Injection and at least 100 cycles of cryopreservation of embryos).

- (iv) **Counsellor:** A person who is a graduate in Psychology or Clinical Psychology or Nursing or Life Sciences.

- (v) **Anesthetist:** Anesthetist will be a medical post-graduate in Anesthesia.

- (vi) **Director:** The director shall have a post-graduate degree in Medical or Life Sciences or Management Sciences.

- B. **ART bank:** The ART bank shall have a minimum of one Registered Medical Practitioner trained in the handling, preparation and storage of Semen samples.

Part 2

(See rule 5)

The minimum equipment in ART clinics and banks

- (A) **ART Level 1 Clinics:** (i) Microscope, (ii) Centrifuge, (iii) Refrigerator

- (B) **ART Level 2 Clinics:**

- (a) Microscope;
- (b) Incubator (minimum 02 in number);
- (c) Laminar Airflow;
- (d) Sperm counting Chambers;

- (e) Centrifuge;
- (f) Refrigerator;
- (g) Equipment for cryopreservation;
- (h) Ovum Aspiration Pump;
- (i) USG machine with transvaginal probe and needle guard;
- (j) Test tube warmer and
- (k) Anesthesia resuscitation trolley.

(C) ART Banks

- (a) Centrifuge machine;
- (b) Incubator;
- (c) Microscope and
- (d) Laminar Air Flow.

FORM 1

[See rule 7]

APPLICATION FORM**REGISTRATION FORM FOR ART CLINIC**

Name of the ART clinic:

Address of the ART clinic:

City _____ State: _____ Pin Code:

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Tel. No (with STD Code) (ART clinic only):

Mobile No. (ART clinic):

E-mail:

Website if any:

1. Status of your ART clinic

- 1. Government 2. Private
- 3. Any other, please specify.....

2. Date of establishment of your ART clinic

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3. Whether your ART clinic is registered under following Acts or Authorities (Please provide details) Y/N

- 1. Medical Termination of Pregnancy (MTP) Act,
- 2. Pre-Conception and Pre-Natal Diagnostic Techniques (PCPNDT) Act

4. Whether your ART clinic has Director

- 1. Yes 2. No

(a) Name

(b) Qualification

(c) Registration No. if applicable

5. Details of staff

Post.	Name.	Qualification.	Registration No. if applicable.
Gynaecologist			
Anaesthetist			

Clinical Embryologist			
Andrologist			
Counsellor			

6. List of equipments

7. Indicate which of the following ART procedures are being routinely carried out at your ART Clinic

1. Yes

2. No

- (a) Intra-uterine Insemination using Husband Semen (IUI-H);
- (b) Intra-uterine Insemination using Donor Semen (IUI-D);
- (c) *In vitro* Fertilization-Embryo Transfer (IVF-ET);
- (d) Intra-cytoplasmic Sperm Injection (ICSI);
- (e) Altruistic Surrogacy ;
- (f) Processing of semen or storage of gametes (sperm & oocyte) and or embryos of patient;
- (g) Pre-implantation Genetic Testing and Any other procedure, please specify.....

8. Whether you have any facility for cryopreservation of patient sperm/oocyte and or embryo

1. Yes

2. No

9. If yes, then please provide the details

1. Yes

2. No

- (a) Freezing of sperm;
- (b) Freezing of oocytes;
- (c) Freezing of zygotes;
- (d) Freezing of embryos;
- (e) Cryopreservation of ovarian tissue and
- (f) Freezing of Testicular tissue.

10. Any additional Information

DECLARATION

I hereby declare that the entries in this form and the additional particulars, if any, furnished herewith are true to the best of my knowledge and belief.

Date: _____

FORM – 2**[See rule 7]****APPLICATION FORM****REGISTRATION FORM FOR ART BANK**

Name of the ART Bank:

Address of ART Bank:

City _____ State: _____ Pin Code:

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Telephone No. (with STD Code) (ART Bank only):

Mobile No. of (ART Bank only):

E-mail:

Website:

1. Status of your ART Bank

1. Government

2. Private

3. Any other, please specify.....

2. Date of establishment of your ART Bank

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3. Details of the Staff Available at your ART Bank

Name	Designation	Qualification

4. List of Equipments

5. Indicate which of the following procedures are being routinely carried out at your ART Bank

1. Yes

2. No

(a) Collection of Semen

(i) Ejaculation;

(ii) Electroejaculation (in case of retrograde ejaculation).

(b) Processing of Sperm;

(c) Storage of Sperm and

(d) Provision /sourcing of oocyte donor.

6. Cryopreservation of sperm

1. Yes

2. No

7. Method of Freezing of sperm

1. Yes

2. No

- (a) Sperm slow freezing;
 (b) Sperm vitrification.
8. Whether Freezing of Testicular tissue
 1. Yes 2. No
9. Any additional Information

DECLARATION

I hereby declare that the entries in this form and the additional particulars, if any, furnished herewith are true to the best of my knowledge and belief.

Date: _____

FORM 3

[See rule 8]

Certificate Of Registration

ART clinic (Level 1/Level 2) / ART bank

(To be issued in duplicate)

Certificate No.:.....

1. In exercise of the powers conferred under Section 16 (1) of the Assisted Reproductive Technology (Regulation) Act, 2021, the Appropriate Authority hereby grants registration to the ART Clinic named below for purposes of carrying out Assisted Reproductive Technology procedures as per the aforesaid Act, for a period of ending on
- (a) Name and address of the ART Clinic;
 (b) Type of institution (Government or Private) and
 (c) Type of facility: Level 1 or Level 2.

OR

The ART Bank named below for purposes of carrying out activities and procedures as per the aforesaid Act, for a period of ending on

- (a) Name and address of the ART Bank;
 (b) Type of institution (Govt. / Private).
2. This registration is granted subject to the aforesaid Act and Rules there under and any contravention there of shall result in suspension or cancellation of this certificate of registration before the expiry of the said period of five years.
3. Registration No. allotted
4. For renewed Certificate of Registration only:
 Period of validity of earlier Certificate of Registration from to

**Signature, Name and Designation of
the Appropriate Authority**

Date:

SEAL

Place:

Display one copy of this certificate at a conspicuous place at the place of business.

* Strike out whichever is not applicable or necessary

[illegible]

FORM 5

[See rule 11]

Format for Making Complaint to Grievance Cell**Instructions.** – (1) Please submit the complete form

(2) Ensure all signatures are authorized and additional documentation is provided

Patient Registering the Complaint

Name of the Patient:

Address line 1:

Address line 2:

City:

Postal code:

Contact Number:

Email:

I am the patient

Y/N

In case of representation on behalf of the patient:

Name, Address and contact details of person other than patient making the complaint:

Date of Birth (DD-MM-YYYY):

Relationship to the Patient is

1. Legal Representative
2. Relative or Family member
3. Anonymous
4. Others

Status of the Patient

1. Alive

2. Deceased

Details of Complaint Filed Against (Respondent):

Name of the person or organisation:

Address line 1:

Address line 2:

City:

Postal code:

Contact Number:

Email:

Please describe your complaint in as much detail as possible. Be sure to include specific information the date, time, timelines of events and location of the incident(s), staff, and witness etc. Please enclose copies of any documents that you feel would be relevant to your case. Note: A copy of this complaint will be sent to the Respondent you have identified.

If needed, continue on separate sheet or files or documents. Check here if another sheet is attached.

Complainant's Signature

Date:

FORM 6**[See rule 13(f) (i)]****Consent Form to be Signed by the Couple or Woman**

I/We have requested the clinic.....
 (name and address of clinic) to provide us
 with treatment services to help us bear a child.

We understand and accept (as applicable) that:

1. The drugs that are used to stimulate the ovaries for ovulation induction have temporary side-effects like nausea, headaches and abdominal bloating. Only in a small proportion of cases, a condition called ovarian hyperstimulation occurs where there is an exaggerated ovarian response. Such cases can be identified ahead of time but only to a limited extent. Further, at times the ovarian response is poor or absent in spite of using a high dose of drugs. Under these circumstances, the treatment cycle will be cancelled.
2. There is no guarantee that:
 - (i) The oocytes will be retrieved in all cases.
 - (ii) The oocytes will be fertilized.
 - (iii) Even if there were fertilization, the resulting embryos would be of suitable quality to be transferred.

All these unforeseen situations will result in the cancellation of any treatment.
3. I/ We fully consent to these procedures and to the administration of such drugs and anesthetics as may be necessary. We also consent to any other operative measures, which may be found to be necessary in the course of the treatment.
4. I/ We have been told of the risks of ultrasound directed follicle aspiration.
5. I/ We are aware that we are free to withdraw or vary the terms of this consent until the gametes and/ or embryos have been used in accordance with my/ our wishes. I am aware that this will have to be a written request
6. There is no certainty that a pregnancy will result from these procedures even in cases where good quality embryos are transferred.
7. If a clinical pregnancy does result from assisted conception treatment, I/ we understand there is an accepted risk of multiple pregnancy, an ectopic pregnancy or of a miscarriage. I/ We understand that as in natural conception, there is a small risk of fetal abnormality.
8. Medical and scientific staff can give no assurance that any pregnancy will result in the delivery of a normal living child.
9. The uncertainty of the outcome of the procedure has been fully explained to me/ us.
 I/ We fully understand the risks of treatment including;
 - (i) it is not possible to guarantee that a follicle will develop in a given cycle and that occasionally cycles have to be abandoned before egg retrieval.
 - (ii) there is a risk that spontaneous ovulation can happen prior to/or during the egg retrieval.
 - (iii) an egg is not always recovered from a follicle at the time of egg retrieval.
 - (iv) any eggs may be collected and fertilization of any collected eggs will occur
 - (v) is a risk that the cycle will be abandoned before Embryo Transfer if there is failure of fertilization, abnormal fertilization or failure of the embryo to cleave(divide)
 - (vi) a pregnancy may result from treatment.
 - (vii) treatment may be abandoned at any time if there are problems in the laboratory or with the culture system
10. I/ We have been fully informed of all that is involved with the IVF/ICSI technique and have been advised regarding the chances of success, the possibility of multiple pregnancy occurring and other possible complications of treatment by the doctor. I/ We have also received information relating to treatment by these techniques in order to assist us to become more fully aware of what is involved.

Endorsement by the ART clinic

I/ we have personally explained to _____ and _____ the details and implications of his / her / their signing this consent / approval form, and made sure to the extent humanly possible that he /she /they understand these details and implications.

This consent would hold good for all the cycles performed at the clinic.

Name and Signature of the couple (husband and wife) or Woman

Name, Address &Signature of the Witness from the Clinic

Name and Signature of the Doctor

Name and Address of the ART Clinic

Dated:

FORM 7

[See rule 13(f) (ii)]

Consent for IUI with Husband's Semen/ Sperm

_____, being husband and wife and both of legal age, authorize Dr. _____ to inseminate the wife intrauterine with the semen / sperm of the husband for achieving conception.

We understand that even though the insemination may be repeated as often as recommended by the doctor, there is no guarantee or assurance that pregnancy or a live birth will result.

We have also been told that the outcome of pregnancy may not be the same as those of the general pregnant population, for example in respect of abortion, multiple pregnancies, anomalies or complications of pregnancy or delivery.

The procedure carried out does not ensure a positive result, nor does it guarantee a mentally and physically normal child. This consent holds good for all the cycles performed at the clinic.

Signature of intending couple

Husband :

Wife:

Endorsement by the ART Clinic

I / we have personally explained to and the details and implications of his / her / their signing this consent / approval form, and made sure to the extent humanly possible that he / she / they understand these details and implications.

Name, Address and Signature of the Witness from the clinic

Signed: _____ (Husband)

_____(Wife)

Name and Signature of the Doctor

Name and Address of the ART clinic

Dated:

FORM - 8

[See rule 13 (f) (iii)]

Consent for Intrauterine Insemination with Donor Semen

I/We, being of legal age, authorise Dr. to inseminate me intrauterine with semen / sperm of a donor Aadhar

no. (ART bank's no.; obtained from ART bank with valid registration no.) for achieving conception.

I/We understand that even though the insemination may be repeated as often as recommended by the doctor, there is no guarantee or assurance that pregnancy or a live birth will result.

I/We have also been told that the outcome of pregnancy may not be the same as those of the general pregnant population, for example in respect of abortion, multiple pregnancies, anomalies or complications of pregnancy or delivery.

I/We declare that we shall not attempt to find out the identity of the donor.

I, the husband, also declare that should my wife bear any child or children as a result of such insemination(s), such child or children shall be as my own and shall be my legal heir(s). (if applicable)

The procedure carried out does not ensure a positive result, nor does it guarantee a mentally and physically normal body. This consent holds good for all the cycles performed at the clinic.

Signature of intending couple/ intending woman

Endorsement by the ART clinic

I/we have personally explained to and the details and implications of his / her / their signing this consent / approval form, and made sure to the extent humanly possible that he / she / they understand these details and implications.

Name, Address and Signature of

the Witness from the Clinic

Signed: _____ (Husband)

_____ (Wife)

Name and Signature of the Doctor

Name and Address of the ART clinic

Dated:

Note: An appropriate modification of this form may be used for Artificial Insemination or Intrauterine Insemination of a single woman with donor semen.

FORM 9

[See rule 13 (f) (iv)]

Consent for Freezing of Embryos

I/We, and consent to freezing of the embryos that have resulted out of ART with sperm of & oocyte of I/We understand that the embryos would be normally kept frozen for years. If we wish to extend this period, I/we would let you (the ART clinic) know at least six months ahead of time. If you do not hear from us before that time, you will be free to (a) use them for research purposes; or (b) discard and destroy them off. I/ We also understand that some of the embryos may not survive the subsequent thaw and that frozen embryo-replaced cycles have a lower pregnancy rate than when fresh embryos are transferred.

*Husband

In the unforeseen event of my death, I would like the embryos

To perish

☐

Handed over to my wife

☐

Used for research purposes

☐

Signed:

Dated:

***Wife / woman**

In the unforeseen event of my death, I would like the embryos

To perish

☐

To be handed over to my husband /.....(Specify name and details)

☐

Used for research purposes

☐

Signed:

Dated:

Name, Address and Signature of the couple/woman

Endorsement by the ART Clinic

I/ we have personally explained to and the details and implications of his / her / their signing this consent / approval form, and made sure to the extent humanly possible that he / she / they understand these details and implications.

Name, Address and Signature of the Witness from the Clinic

Name and Signature of the Doctor

Name and Address of the ART Clinic

Dated:

*The appropriate option may be ticked

* Strike of which is not applicable

Terms and Conditions**1. Provision of Information**

As long as I have cryopreserved embryo in storage at clinic mentioned above, I hereby agree to contact the above clinic at least annually to provide current information indicating my address, telephone number, email address and contact details and intention regarding my cryopreserved embryos.

Failure to:

- (i) contact the clinic for a period of twelve months;
- (ii) respond to a request for information from clinic within 90 days of receipt; shall constitute abandonment and signify my desire to terminate storage of Cryopreserved embryos.

In the event of my failure to comply with (i) and (ii) above, I instruct the above-mentioned clinic and hereby consent to my Cryopreserved embryos either being destroyed and discarded or given for research

2. Payment of Fees

I understand that I am responsible for the costs of cryopreservation and storage of my Cryopreserved embryos. Cryopreservation and storage fees are due and payable at the time of gamete cryopreservation, and at the beginning of each annual storage interval thereafter. I understand these fees are non-refundable and are not subject to prorated adjustment for partial storage intervals. Should the yearly fee for storage of my Cryopreserved embryos, remain unpaid for a period of one year after the first invoice is forwarded to my address/email/informed to me telephonically the clinic can conclude that I am no longer interested in storing these specimen(s) and I hereby instruct the clinic to destroy of my Cryopreserved embryos or use for research.

3. Alternate Contact/Responsible Party

I hereby name, as an alternate contact and my representative to assume responsibility for sections 1 and 2 above in the event that I am unable due to illness. I have attached a signed acknowledgement by that they have read this form and will be responsible for its provisions in the event that I cannot.

FORM 10**[See rule 13 (f) (v)]****Consent for Freezing of Gametes/Sperm/Oocytes**

I/We, and, consent to freezing of the my (sperm/oocyte). We understand that the gametes would be normally kept frozen for ten years. In the exceptional circumstances If I/we wish to extend this period, we would let the ART clinic(Name and address) know at least six months ahead of time. If you do not hear from us before that time, you will be free to (a) use them for research purposes; or (b) discard and destroy them off. We also understand that sometimes the quality of these sperm/oocytes may decrease on subsequent thaw and that frozen gametes may have a lower pregnancy rate than when fresh gametes are transferred.

***Husband / Man**

In the unforeseen event of my death, I would like the gametes

To perish

☐

To be handed over to my wife/(specify name and details)

☐

Used for research purposes

☐

Signed:

Dated:

***Wife / Woman**

In the unforeseen event of my death, I would like the gametes

To perish

☐

To be handed over to my husband/

☐

.....(specify name and details)

☐

Used for research purposes

Signed:

Dated:

Name, Address and Signature of the couple/woman/man

Endorsement by the ART clinic

I/ we have personally explained to and the details and implications of his / her / their signing this consent / approval form, and made sure to the extent humanly possible that he / she / they understand these details and implications.

Name, Address and Signature of the Witness from the Clinic

Name and Signature of the Doctor

Name and Address of the ART Clinic

*The appropriate option may be ticked

Date:

Place:

Terms and Conditions

1. Provision of Information

As long as I have cryopreserved gametes in storage at clinic mentioned above, I hereby agree to contact the above clinic at least annually to provide current information indicating my address, telephone number, email address and contact details and intention regarding my cryopreserved gametes.

Failure to:

- (i) contact the clinic for a period of twelve months;
- (ii) respond to a request for information from clinic within 90 days of receipt; shall constitute abandonment and signify my desire to terminate storage of Cryopreserved gametes.

In the event of my failure to comply with (i) and (ii) above, I instruct the above-mentioned clinic and hereby consent to my Cryopreserved gametes either being destroyed and discarded or given for research.

2. Payment of Fees

I understand that I am responsible for the costs of cryopreservation and storage of my Cryopreserved gametes. Cryopreservation and storage fees are due and payable at the time of gamete cryopreservation, and at the beginning of each annual storage interval thereafter. I understand these fees are non-refundable and are not subject to prorated adjustment for partial storage intervals. Should the yearly fee for storage of my Cryopreserved gametes, remain unpaid for a period of one year after the first invoice is forwarded to my address/email/informed to me telephonically the clinic can conclude that I am no longer interested in storing these specimen(s) and I hereby instruct the clinic to destroy of my Cryopreserved gametes or use for research.

3. Alternate Contact/Responsible Party

I hereby name as an alternate contact and my representative to assume responsibility for sections 1 and 2 above in the event that I am unable due to illness. I have attached a signed acknowledgement by that they have read this form and will be responsible for its provisions in the event that I cannot.

FORM 11 (for minors)

[See rule 13 (f) (vi)]

Assent for Freezing of Gametes

Sperm/Oocytes

and Parental consent

I consent to freezing of my (sperm/oocyte). I understand that the gametes would be normally kept frozen for ten years. In the exceptional circumstances If I/my parents/legal guardian wish to extend this period, I/ we would let the ART Clinic/Bank (Name and address) know at least six months ahead of time. If you do not hear from us before that time, you will be free to (a) use them for research purposes; or (b) discard and destroy them off. I/ We also understand that sometimes the quality of these sperm/oocytes may decrease on subsequent thaw and that frozen gametes may have a lower pregnancy rate than when fresh gametes are used.

***Minor**

I authorize my parents / legal guardian to take the decision on my behalf.

Signed:

Dated:

Undertaking by Parents / Legal Guardian

In the unforeseen event of my child's death, I would like the Gametes

To perish

☐

To be handed over to me/ my wife/ legal guardian

☐

Used for research purposes

☐

Signed:

Dated:

Name , address signature of parents /child

Endorsement by the ART Clinic

I/ we have personally explained to and the details and implications of his / her / their signing this consent / approval form, and made sure to the extent humanly possible that he / she / they understand these details and implications.

Name, address and signature of the Witness from the clinic

Name and signature of the Doctor

Name and address of the ART clinic

*The appropriate option may be ticked

Date:

Place:

Terms and conditions

PARENTS'S /Legal Guardian's

1. Provision of Information

As long as I /we have cryopreserved gametes in storage at clinic mentioned above, I /We hereby agree to contact the above clinic at least annually to provide current information indicating my address, telephone number, email address and other contact details and intention regarding my cryopreserved gametes.

Failure to:

(i) contact (name of clinic) for a period of twelve months;

(ii) respond to a request for information from clinic within 90 days of receipt;

(iii) provide a new address or forwarding address or email address where mail is returned to clinic as undelivered, shall constitute abandonment and signify my desire to terminate storage of Cryopreserved Gametes.

In the event of my failure to comply with (i), (ii) or (iii) above, I instruct the above-mentioned clinic and hereby consent to the destruction of my Cryopreserved gametes.

2. Payment of Fees

I /We understand that I am/We are responsible for the costs of cryopreservation and storage of my child's Cryopreserved Gametes. Cryopreservation and storage fees are due and payable at the time of gamete cryopreservation, and at the beginning of each storage interval thereafter. I/We understand these fees are non-refundable and are not subject to prorated adjustment for partial storage intervals. Should the yearly fee for storage of my Cryopreserved Gametes remain unpaid for a period of one year after the first invoice is forwarded to my address/email address/ informed telephonically as it is listed in the clinical records at clinic can conclude that I /we agree to destroy my cryopreserved gametes or use them for research .

3. Failure to Provide Information or Pay Fees

In the event of my failure to clinic or to pay cryopreservation fees as set out in sections 1 and 2 above, I hereby consent to and instruct clinic to discard and destroy Cryopreserved Gametes as follows:

(i) to remove from storage for destruction (yes/no) _____

to be given for research purpose(yes/no)

4. Alternate Contact/Responsible Party

I /We hereby name _____, as an alternate contact and my representative to assume responsibility for sections 1 and 2 above in the event that I am unable due to illness. I have attached a signed acknowledgement by _____ that they have read this form and will be responsible for its provisions in the event that I cannot.

Contact details of alternate person

Name-

Address-

Phone Number-

FORM 12

[See rule 13 (f) (vii)]

Consent for Oocyte Retrieval

Name(s) and address(es) of patient

Name and address of the Clinic:

I have asked the Clinic named above to provide me with treatment services to help me bear a child. I consent to:

1. Being prepared for oocyte retrieval by the administration of hormones and other drugs
2. The removal of oocytes from my ovaries under ultrasound guidance / laparoscopy

I/We had a full discussion with about the above procedures and the risks and complications involved and I have been given oral and written information about them I understand and accept that the drugs that are used to stimulate the ovaries to raise oocytes have temporary side-effects like nausea, headaches and abdominal bloating. Only in a small proportion of cases, a condition called ovarian hyperstimulation occurs where there is an exaggerated ovarian response. Such cases can be identified ahead of time but only to a limited extent. Further, at times the ovarian response is poor or absent in spite of using a high dose of drugs. Under these circumstances, the treatment cycle will be cancelled.

I/We consent that I/we shall be the legal parent(s) of the child and the child will have all the legal rights on me, in case of anonymous gamete / embryo donation.

I/We have been given a suitable opportunity to take part in counselling about the implications of the proposed treatment.

The type of anaesthetic proposed (general / regional / sedation) has been discussed in terms which I have understood.

Signature of intending couple/ intending woman

Endorsement by the ART Clinic

I / we have personally explained to and the details and implications of her signing this consent / approval form, and made sure to the extent humanly possible that she understands these details and implications.

Signature of woman

Name, address and signature

of the Witness from the clinic

Name and signature of the Doctor

Consent of Husband (as and if applicable)

As the husband/partner, I consent to the course of the treatment outlined above. I understand that I will become the legal parent of any resulting child, and that the child will have all the normal legal rights on me.

Name, address and signature: _____

(Husband)

Name, address and signature

of the Witness from the clinic: _____

Name and signature of the Doctor: _____

Dated

FORM 13**[See rule 13 (f) (viii)]****Consent Form for the Donor of Oocytes**

I, Ms., Address..... Mobile number....., AADHAR card number..... Willingly consent to donate my oocyte to couple/individual who are unable to have a child by other means. At this stage and to the best of my knowledge I am free of any infectious diseases or genetic disorders

I have had a full discussion with Dr..... (name and address of the clinician) on

I have been counselled by (name and address of independent counsellor) on

(I understand that there will be no direct or indirect contact between me and the recipient, and my personal identity will not be disclosed to the recipient or to the child born through the use of my gamete.: If applicable)

I understand that I shall have no rights whatsoever on the resulting offspring and vice versa.

I understand that the method of treatment may include:

1. Stimulating my ovaries for multifollicular development.
2. The recovery of one or more of my eggs under ultrasound-guidance or by laparoscopy under sedation or general anesthesia.
3. The fertilization of my oocytes with recipient's husband's or donor sperm and transferring the resulting embryo into the recipient.

I understand and accept that the drugs that are used to stimulate the ovaries to raise oocytes have temporary side-effects like nausea, headaches and abdominal bloating. Only in a small proportion of cases, a condition called ovarian hyperstimulation occurs where there is an exaggerated ovarian response. Such cases can be identified ahead of time but only to a limited extent. Further, at times the ovarian response is poor or absent in spite of using a high dose of drugs. Under these circumstances, the treatment cycle will be cancelled.

Name, address and signature of woman

Endorsement by the ART clinic

I / we have personally explained to the details and implications of her signing this consent / approval form, and made sure to the extent humanly possible that she understands these details and implications.

Name, address and signature of the Witness from the clinic

Name and signature of the Doctor

Name and address of the ART clinic

Name and address of the ART Bank that recruited and screened the donor

Date:

(This form will be filled by the ART clinic but a copy of the same has to be maintained by the ART bank in case the donor was recruited and screened by the bank)

FORM 14

[See rule 13 (2) (i)]

Record of use of Donor Gametes

(A separate form to be used for each individual donor) AADHAR card no. to be entered

Name of ART bank:

Registration no.

A. For Semen Donors

[illegible]**FORM 14 A**

[See rule 13 (2) (i)]

For Oocyte Donors Aadhaar card no. to be entered (For donors recruited and screened by the ART bank)

[illegible]

[illegible]

[See rule 13 (2) (i)]

ID no.:

[illegible]

Frozen embryo details :
 Tank :
 Canister :
 Goblet/Loop :
 Arrangement :

The ART bank will maintain a separate register which will give the name and address, telephone no. etc., of the donor, that will match with the donor ID mentioned above. This register will be kept in a safe, under lock and key, and will be accessible to only a small number of persons in the ART bank who will be sworn on oath to maintain the above identity secret.

FORM 15

[See rule 13 (2) (ii)]

Consent Form for the Donor of Sperm

I, Mr. Address..... Mobile number..... AADHAR card number..... Willingly consent to donate my sperm to couple/individual who are unable to have a child by other means. At this stage and to the best of my knowledge I am free of any infectious diseases or genetic disorders

I have had a full discussion with Dr. (name and address of the clinician) on

I have been counselled by (name and address of independent counsellor) on

(I understand that there will be no direct or indirect contact between the recipient, and me, and my personal identity will not be disclosed to the recipient or to the child born through the use of my gamete: If applicable)

I understand that I shall have no rights whatsoever on the resulting offspring and vice versa.

Signature of Donor

Endorsement by the ART bank

I/we have personally explained to the details and implications of his signing this consent / approval form, and made sure to the extent humanly possible that he understands these details and implications.

Name and signature of the Doctor

Name, address and signature

of the Witness from the ART bank

Name and address of the ART bank

Dated:

.

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

ಸಹಾಯಕ ಪ್ರಾರೋಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಉಪ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-71

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 18 ಕೇನಿಪ್ರ 2022

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.

ದಿನಾಂಕ: 07.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Inland Vessels (Survey and
Certification) Rules 2022ರ Notification-G.S.R. 420(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ
ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 7th June, 2022

G.S.R. 420(E).—Whereas draft of the Inland Vessels (Survey and Certification) Rules, 2022 were published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), vide notification of the Government of India in the Ministry of Ports, Shipping and Waterways vide number G.S.R. 150 (E) dated the 23rd February, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 23rd February, 2022 inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on 23rd February, 2022;

And, whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore in exercise of the powers conferred by sub-section (2) of section 9, sub-section (2) of section 10, sub-section (1) of section 11, sub-section (1) of section 12, sub-section (3) of section 12 and sub-sections (1) and (3) of section 13 read with clauses (g) to (l) of sub-section (2) of section 106 of the Inland Vessels Act, 2021, the Central Government hereby makes the following rules, namely:-

1. Short Title Commencement.- (1) These Rules shall be called the Inland Vessels (Survey and Certification) Rules 2022.

(2) They shall come into force on the date of their final publication in Official Gazette

2. Definitions.- (1) In these rules, unless the context otherwise requires,--

(a) “Act” means the Inland Vessels Act, 2021(24 of 2021);

(b) “existing vessel” or “existing inland vessel” means any inland vessel which is not any new inland vessel that falls within the definition of new inland vessel;

(c) “new inland vessel” means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming into force of the rules; and

(d) “major conversion or modification” means any of the following-

a) change in Gross Tonnage of the vessel by more than ten per cent;

b) change of vessel type; and

c) change of propulsion system or main engines or type of fuel.

(2) Words and expressions used and not defined in these rules but defined in the Act shall have the meanings respectively assigned to them in the Act.

3. Declaration of Inland Water Area- Zones.- (1) The State Government may categorize inland water areas, based on the maximum significant wave height criteria, as Zone 1, Zone 2 and Zone 3, as follows :-

(i) Zone 1 means an area where the maximum significant wave height does not exceed 2.0 metres;

(ii) Zone 2 means an area where the maximum significant wave height does not exceed 1.2 metres; and

(iii) Zone 3 means an area where the maximum significant wave height does not exceed 0.6 metres.

(2) Vessels shall therefore be designed, constructed and maintained for service in the most onerous zone that it intends to operate in.

4. Certificate of Survey.- (1) The application to be submitted under sub-section (1) of section 9 of the Act for issuance of certificate of survey shall be in Form No. 1 appended to these rules and the relevant details shall be furnished in Form No. 7 appended to these rules.

(2) The certificate of survey shall specify that the inland vessel is fit for a particular Zone of operation.

(3) An inland mechanically propelled vessel shall not proceed on any voyage or be used for any service unless she has a valid certificate of survey for the type of service and for the zone intended for operation.

(4) The Certificate of Survey shall remain valid for a period of 5 years, subject to the conditions specified by the Designated Authority, including the completion of periodical surveys as specified in these rules.

(5) The Designated Authority may allow a mechanically propelled vessel to proceed on a voyage during the interval between the date on which her certificate of survey expires and the earliest possible date of renewal.

5. Certification of compliance with design, construction, modification or alteration to be recorded.- (1) The designated authorities or authorised persons shall ensure that the inland vessels are in compliance with the Inland Vessels (Design and Construction) Rules, 2022.

(2) Designated authorities or authorised persons shall ensure that the inland vessels, which are constructed and employed in the inland waters prior to the enactment of the Act are in compliance with the laws and standards that were prevailing prior to the enactment of the Act:

Provided that Designated authorities or authorised persons shall ensure that the existing vessels which have undergone major conversion or modification shall comply with the Inland vessels (Design and Construction) Rules, 2022 as far as it is considered reasonable and practicable by the Designated Authority.

(3) Subject to sub-rule (1) and (2), the designated authority or authorised persons of respective State Government shall record the certification with regard to compliance of construction, design, modification or alteration, as the case may be; in the certificate of survey issued under the Act and in accordance with these rules.

(4) A vessel may be surveyed by the surveyors of the Designated Authority of the State in which it is plying at the time of survey though it may be registered at other place.

6. **Classification of Inland Vessels.-** For the purpose of these rules, Inland vessels shall be classified as follows: -

(A) The vessels which fall in Category- A are decked vessels of any of the following types-

- (a) vessels, other than house boats, that are more than 24 metres in length and houseboats of more than 30 metres in length;
- (b) vessels that carry more than 50 passengers on board;
- (c) all vessels equipped for towing other vessels, having a bollard pull capacity exceeding 10 tonnes;
- (d) vessels designed and constructed to carry petroleum goods, chemicals or liquefied gases bulk as cargo;
- (e) vessels carrying dangerous goods as defined in the Act; and
- (f) vessels of 300 gross tonnage and above.

(B) Category 'B' vessels are vessels not covered under Category-A or category-C.

(C) Category 'C' vessels are of less than 10 metres in length.

7. **Action on Survey Recommendations.-** (1) When the Designated Authority determines that the condition of the vessel or its equipment does not correspond substantially with the particulars of the certificate or that the vessel is not fit to be put to service without danger to the vessel or the persons on board, it shall be ensured that corrective action is taken.

(2) The Designated Authority may allow the vessel to be put into service, provided that the corrective actions has been carried out under sub-section (1) on the deficiencies identified during the survey undertaken and the corrective actions are to be carried out by the owner or manager within the stipulated time.

8. **Types of survey.-** (1) The structure, machinery, life-saving appliances, radio installations, fire fighting and other equipment shall be subject to the surveys as specified below-

- (a) an initial survey before the vessel is put in service;
 - (b) an annual survey within three months before or after each anniversary date of the Inland Vessel Certificate of Survey;
 - (c) a minimum of two inspections of the outside of the vessel's bottom carried out during the five year period of validity of the Inland Vessel Safety Certificate;
- Provided the interval between any two such inspections shall not exceed thirty-six months;
- (d) a renewal survey at intervals not exceeding five years; and
 - (e) an additional survey, which is an inspection, either general or partial according to the circumstances, to be made after a repair resulting from investigations or whenever any important repairs or renewals are made to the vessel.

Explanation.— For the purposes of clause (a), initial survey means declaration made by the surveyor under this Act prior to vessel is put in service.

(2) The Surveys referred in sub-rule (1) shall include the following-

- (a) the structure, machinery and equipment other than those covered in clauses (b), (c) and (d) of this sub-rule;
- (b) the fire safety systems and appliances, life-saving appliances and arrangements, the vessel borne navigational equipment, means of embarkation for pilots, if applicable, and other equipment;
- (c) the Safety equipment plans, nautical publications, lights, shapes, means of making sound signals and distress signals; and
- (d) the radio installations of the vessel.

9. **Initial Survey.-** (1) The initial survey shall include the following-

- (a) complete inspection and tests where necessary, of the items referred in sub-rule (2) to ensure that the arrangements, materials, scantling and workmanship of the structure, boilers, and other pressure vessels, their

appurtenances, main and auxiliary machinery including steering gear and associated control systems, electrical installations and other equipment comply with relevant requirements, and in satisfactory condition and are fit for the service for which the vessel is intended; and

(b) verification of the following items-

- i) freeboard mark and draft marks on the vessel;
- ii) approved tonnage computation of the vessel;
- iii) approved Safety Equipment plan; and
- iv) approved stability particulars and loading manual of the vessel, if applicable.

(2) For existing vessels, the outside of the vessel's bottom shall be inspected within twelve months preceding the issuance of the Certificate of Survey under these rules.

10. Annual Survey.- (1) The annual survey of the vessel shall include a general inspection of the items specified in sub-rule (2) of rule 9 to confirm that they are in satisfactory condition and fit for the service for which the vessel is intended.

(2) During the annual survey Surveyor shall satisfy himself regarding the efficiency of the following:

- (a) hatchways on freeboard and superstructure decks, ventilator and air pipe coamings, exposed casings, skylights, deckhouses and companionways, superstructure bulkheads, side scuttles and deadlights, together with all closing appliances;
- (b) means of ensuring weathertightness of steel hatch covers;
- (c) scuppers and sanitary discharges with valves;
- (d) guard rails and bulwarks;
- (e) freeing ports, gangways and lifelines;
- (f) freeboard marks;
- (g) general examination of machinery and steering gear;
- (h) vent piping;
- (i) fire fighting appliances; and
- (j) life saving appliances.

11. Intermediate Docking Survey between renewal surveys.- (1) Vessels operating in sea ports and other vessels of 20 years of age and over are to be examined in drydock or slipway:

Provided that, consideration may be given to acceptance of in water survey for vessels of less than 20 years of age and operating in sea ports;

Provided further that, consideration may be given to waiver of this requirement for vessels of 20 years of age and over and not operating in seaports subject to satisfactory internal examination.

12. Renewal Survey.- (1) The renewal survey shall consist of an inspection, with tests when necessary, of the structure, machinery and equipment mentioned in sub-rule (2) of rule 9, to ensure that the requirements relevant to the Certificate of Survey are complied with and that they are in a satisfactory condition and are fit for the service for which the vessel is intended.

(2) The renewal survey shall also consist of a check that all the certificates, record books, operating manuals and other instructions and documentation specified in the requirements relevant to the certificate of survey are on board the vessel.

(3) For the purposes of renewal survey, the underwater parts are to be examined in a drydock or slipway as part of renewal survey.

(4) Additionally, the propeller shaft shall be removed and inspected, and the surveyor shall be satisfied that the stern gear, including the propeller shaft, is in good working order and will continue to be in a serviceable condition for five year period covered by the renewal survey.

(5) In the case of other propulsion types, the surveyor shall assess whether maintenance or servicing is required, in any case the advice of the manufacturer shall be followed.

(6) All passenger vessels are to be subjected to a Lightweight survey at renewal surveys to verify any changes in light displacement and longitudinal centre of gravity and the vessel is to be re-inclined whenever, in comparison with the approved stability information, a deviation from the light displacement exceeding 2 percent or a deviation from the longitudinal centre of gravity exceeding 1 per cent. of the length is found.

13. Additional surveys.- (1) Whenever an accident occurs to a vessel or a defect is discovered which affects the safety or integrity of the vessel or the efficiency or completeness of its equipment, the master or owner shall make a report at the earliest opportunity to the Designated Authority.

(2) The Designated Authority shall then initiate an investigation to determine as to whether a survey to the particular certificate is necessary to be conducted on the vessel.

(3) The additional survey, which may be general or partial according to the circumstances, shall be such as to ensure that the repairs and any renewals have been effectively made and that the vessel and its equipment continue to be fit for the service for which the vessel is intended.

14. Maintenance of conditions after survey. – (1) The owner or master of every Inland vessel shall ensure that the condition of the vessel and its equipment is maintained to conform with the provisions of the Certificate of Survey to ensure that the vessel in all respects will remain fit to operate without danger to the vessel, persons on board or the environment.

(2) After any survey of the vessel has been completed, no significant change shall be made in the structural arrangement, machinery, equipment and other items covered by the survey, without the approval of the Designated Authority or a recognised organisation acting on its behalf.

(3) Whenever an accident occurs to the vessel or a defect is discovered, either of which affects the safety of the vessel or the efficiency or completeness of its life-saving appliances or other equipment, a request shall be made immediately to the Designated Authority or recognised organisation acting on its behalf for a survey, to be carried out.

15. Issue or endorsement of certificates.– (1) After an initial or renewal survey, the surveyor shall forthwith issue the applicant, a declaration in Form No. 2 appended to these rules specifying that the vessel complies with the relevant requirements and provisions of these rules and the Act.

(2) A Certificate of Survey in Form No. 5 or Form No. 6 as the case may be shall be issued by the State Government or by the authority recognised by it, if satisfied that all the provisions of the Act have been complied with, in respect of a declaration submitted under sub-rule (1) above and upon receipt of payment of fee, as may be specified by the State Government.

(3) The certificate referred to in sub-rule (1) shall be accompanied by a Record of Equipment and Vessel Information in Annexure to Form No. 2 shall be permanently attached thereto.

(4) Notwithstanding sub-rule (2), the surveyor who conducted the survey and issued the declaration specified in sub-rule (1) above, may grant a provisional certificate of survey in Form No. 4 based on an application on Form No. 3 appended to these rules, which shall be valid for a period not exceeding sixty days or by an endorsement extend the validity of the prevailing certificate of survey, not exceeding sixty days.

(5) Any mechanically propelled inland vessel, which has been issued with a provisional certificate of survey or endorsement, under sub-rule (4), may proceed on voyage or use in service, temporarily, pending the issue of the certificate of survey and subject to the conditions as may be issued by the Designated Authority from time to time by circulars, orders or directives.

16. Duration and validity of certificates. – (1) Certificate of Survey shall be issued for a period which shall not exceed five years subject to endorsements being made for completion of annual survey.

(2) When the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

(3) When the renewal survey is completed not more than three months after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

(4) When the renewal survey is completed more than three months before or after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

(5) Where the renewal survey has been completed and new certificate cannot be issued or placed onboard the Inland vessel before the expiry date of the existing certificate, the Designated Authority or a recognised organisation acting on its behalf shall endorse the existing certificate and such certificate shall be accepted as valid for a further period which shall not exceed sixty days from the expiry date.

(6) Where a vessel at the time when a certificate expires is not in a position to be surveyed, the Designated Authority may extend the period of the validity of the certificate considering the circumstances, for a period not longer than 3 months.

(7) In the case of exceptional circumstances due to non-availability of dry-docking facilities, the State Government may consider extension of certificates for a period not exceeding 6 months.

(8) A certificate issued under sub-rule (5) shall cease to be valid in any of the following cases-

- (a) where the relevant surveys and inspections are not completed within the periods specified under these rules; or
- (b) where the certificate is not endorsed in accordance with the requirements of these rules; or
- (c) where the vessel is withdrawn from the Registry.

17. Form of certificates.- The certificates and the record of equipment and information shall be drawn up in the forms corresponding to the forms appended to these rules.

18. Availability of certificates.- The certificates issued under rule 16 shall be readily available on board for examination at all times.

19. Term of certificates of survey.- Any Certificate of Survey issued under the provisions of these rules shall be subject to terms of certificate of survey contained in Chapter IV of the Act.

20. Change of name.- (1) Where a change of name of a vessel is proposed in respect of which a certificate of survey has been granted under the Act, the owner or master of the vessel shall forward the certificate of survey to the authority who issued the certificate along with an application in Form No. 9 appended to these rules with all the particulars referred therein for change of the name of the vessel entered in the certificate of survey.

(2) The designated authority or the authorised officer shall, after due enquiry by himself or through any other officer satisfy that the new name is not allotted to any other vessel and cause such change as is necessary to be effected in the certificate of survey, which shall thereupon be returned to the owner after due process of carving or marking of the changed name on vessel and upon due changes effected by the Registering Authority in Registration Certificate and Book of Registration.

21. Inland vessel State inspection.- (1) Every vessel while in a port (inland port or major or minor coastal ports) within the jurisdiction of another State Government shall be subject to inspection by the designated authorities or officers duly authorised by such Government for the purpose of inspection to verify and ascertain that the certificates issued under these rules are valid and a vessel may also be surveyed by the officers of Inland Waterways Authority of India according to the Rules of Inland Waterways Authority of India when in National Waterways and normally no such inspections by Ports or Inland Waterways Authority of India shall be conducted within six months of the completion date of the last inspection.

(2) Certificates, if found valid, shall be accepted, unless there are clear grounds for believing that the condition of the vessel or of its equipment does not correspond substantially with the particulars of any of the certificates or that the vessel is not fit for service. .

(3) Where a certificate has expired or ceased to be valid, the officer carrying out the inspection under sub-rule (1) shall take steps to ensure that the vessel shall not leave the port unless the officer is satisfied that it may proceed to the next port of call, or leave the port for the purpose of proceeding to an appropriate repair yard, without danger to the vessel or persons on board.

22. Official log book.- (1) The master and engineer or driver of the vessel shall keep an official log book specified in Form No. 8 appended to these rules and shall make, or cause to be made, such entries in that log book as required.

(2) An entry in an official log book shall be made by the master, engineer or driver or officer in- charge of the inland vessel:

- a) as soon as possible after the occurrence to which it relates; and
- b) the date and time of the occurrence and the entry.

(3) An entry in the official log book shall be made by the master or the officer in-charge and counter signed by the Designated Authority carrying out any inspection of the vessel stating the outcome of the inspection and action taken, if any.

(4) Official log book shall be supplied by the Designated Authority on payment of prescribed fee.

(5) Official log book is the property of the Designated Authority and shall be maintained properly.

(6) Official log book shall be produced for verification at the time of annual survey of the vessel.

(7) The officer carrying out the inspection shall make an entry in the official log book.

23. Qualifications for appointment as Surveyor.- A surveyor of inland vessels shall possess any of the following qualifications and experience-

- (a) Marine or Mechanical or Electrical Engineer or Naval Architect in possession of minimum First or Second class Motor/Steam Ministry of Transport (MOT) Certificate issued by Director General of Shipping, Government of India or equivalent certificate recognized by the Government of India and 5 years of experience after first certificate of competency either in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Companies or State Port Department or State Maritime Board or Directorate General of Shipping or Mercantile Marine Department;

- (b) Master Mariner (Foreign Going) with 2 years of sailing experience or experience in maritime training or marine survey after having obtained master's certificate issued by Director General of Shipping, Government of India or equivalent international certificate; or
- (c) Marine Engineer Operator Class III [Near Coastal Voyage Vessel (NCV) - Chief Engineer Officer] Certificate or Master (Near Coastal Voyage Vessel) certificate issued by the Director General of Shipping with minimum 10 years of sailing experience of which at least 5 years experience in the capacity of Master or Chief Engineer; or
- (d) Inland Vessel Master Class I or Inland Engineer Certificate with a minimum of 15 years of service onboard inland vessels of which at least 5 years shall be in the capacity of a Master or Chief Engineer ;or
- (e) a basic degree in Naval Architecture with 7 years experience in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department or
- (f) Diploma in ship building with 15 years experience in sea going regular vessels or Classification Societies or Ship Building yards or reputed International Shipping Corporations or State Port Department.

24. Qualifications for appointment as Chief Surveyor.- A Chief Surveyor of inland vessels shall possess any of the above qualifications as mentioned in Section 23 above, and having a minimum of five years' experience as Surveyor.

Form No. 1

Form of application for conducting survey of Inland Vessel

[see rule 4 (1)]

Date:

Place:

To

The Chief Surveyor/Surveying Authority

At Port

Application for (indicate type) Survey of Inland Vessel

I/We, the authorised persons under the law hereby apply to you to make necessary arrangement for the Initial/Periodical/Dry Docking/ (strike out the not applicable ones) of the Inland Vessel detailed below.

The particulars of the vessel are as under;

1. Name of vessel
2. Official no. of the vessel
3. Port of Registry of vessel
4. Tonnage (i) Registered
5. Type of the vessel
(Passenger/ Passenger-cum-cargo/ Cargo/ Tanker – state type, etc.)
6. Category of the Vessel
7. Year of Build
8. Name and address of Builder
9. Hull Dimensions
10. Place and date of last survey
11. Type and British Horse Power (BHP) of main propulsion Machinery
12. Details of other machineries
13. Owner's name and address with telephone no.
14. Agents name and address with telephone no.
15. Date and time of proposed visit of surveyor
16. Place of proposed Survey

Station

Date

Signature of Owner/Master/Authorised Person

Enclosures:

1. Proof of payment of survey fee and other charges
2. Copy of last Certificate of Survey
3. Copy of Certificate of Registration (if already registered)
4. Document establishing the Authority of Authorised Person (if making request)

Form No. 2**Form of declaration to be issued by the Surveyor**

[see rule 15 (1)]

Declaration of Survey

Ref. No. :

Dated:

This is to certify that I have surveyed the Inland Vessel named _____, Official No. _____, in accordance with the Inland Vessel Act, 2021 and the rules made thereunder.

During the survey, the condition of vessel and its equipment was found, as detailed in the “Record of vessel Equipment and Vessel Information” attached as annexure to this Declaration of Survey

Based on the details contained in the Record of Vessel Equipment and Vessel Information together with the number and qualification of personnel manning the vessel, the vessel is fit for the service stated in the Certificate of Survey, and worthy of the trade or purpose stated therein.

This declaration of Survey is valid upto sixty days from the date of declaration mentioned above.

Surveyor

Enclosure: Record of Equipment and Vessel Information

Annexure to Form No. 2**Record of Equipment and vessel Information**

[see rule 15(3)]

Name of Vessel	Type of Vessel	Category of Vessel	Number of Passengers	Official Number

Hull Material	Name of the Builder	Place of Build	Date of Build	Means of Propulsion	Total British Horse Power of Main Engine	Date of Engine Manufacture

Length	Breadth	Depth	Gross Registered Tonnage	Net Registered Tonnage

Fire fighting item	Number/Type	Condition	Location
Fire Fighting Plan			
Fire Pumps (Mech)			
Fire Pumps (Hand)			
Portable extinguishers			
Fixed extinguishing system			

Fire Buckets			
Sand Boxes			
Hydrants			
Hoses, fittings and nozzles			

Equipment	Number	Type/Condition	Location
Anchors			
Anchor cables/Chains			
Bilge pumps			
Winches			
Cranes			
Derricks			
Towing Equipment			
Ropes and Lines			
Collision mat			
Gangway			
Fenders			
Boat hook			
First Aid Kit			
Binoculars			
Waste Containers			
Heaving line			
Axe			
Torch			

Navigation Equipment	Number	Condition	Location
Navigation Lights			
Sound Signals			
Shapes			
Magnetic Compass			
Class B AIS			
Communication equipment			
Nautical publications			

Location of passengers on specific decks and spaces in maximum loaded condition

Deck/Space						
Maximum number of Passengers						

Freeboard

Minimum freeboard,					
Number of Passengers					
Cargo (tonnes)_					

Life-Saving Equipment	Number	Type/Condition	Location
Lifejackets			
Liferafts			

Launching arrangements			
Flotation Devices			
Lifebuoys			
Flares – Parachute			
Flares – Hand-held			
Smoke Signals			
Life raft equipment			
Emergency Communications			

Machinery/Electrical	British Horse Power	Type/Condition	Location
Main Machinery			
Main Generator			
Emergency Generator			
Main Steering Gear			
Auxiliary Steering Gear			
Switchboard			
Shore Connection			
Batteries			
Signal Light Switches			

Accommodation/Safety	Condition	Comment
Escape routes		
Washrooms		
Toilets		
Galley		
Messroom		
Water tanks		
Heating/cooling/ventilation		
Berth/locker		
Access to accommodation		
Lighting		
Machinery guards		
Guard rails		
Non-slip surfaces		
Ladders/companionways		
Noise insulation/protection/notices		
Foam flotation material: Density		

Issued at: **on:**

(Signature of authorised official issuing the certificate)

(Seal of the issuing Authority)

Form No. 3**Application for Provisional certificate of survey**
[see rule 15 (4)]

From

.....
.....
.....

To

Certifying Authority

.....
.....

Sir,

Subject: Application for Provisional certificate of Survey

This has reference to the Declaration of Survey Ref No. xxxxxx dated xx/xx/xxxx for the vessel with Official Number xxxxx.

It is requested that a Provisional Certificate of Survey be issued which is valid till such time a permanent Certificate of Survey is issued.

Yours faithfully,

Signature

Name of the Owner/Master/Authorised person

Form No. 4**Provisional Certificate of Survey**

[see rule 15 (4)]

Category A/Category B/Category C Vessel *(to strikeout whichever is not applicable)**Expiry on or before the.....day of 20....*

Provisional Certificate of Survey No. _____ Zone of operation _____

Date of Issue _____ Date of Expiry _____

This Provisional Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel.

Name of the Vessel _____ Official No. _____

Port of Registry _____ Certificate of Registry No. _____

Gross Tonnage _____ Registered Tonnage _____

Freeboard Assigned _____ mm, Loading marks placed on the vessel's side: Yes/No ____

Name of the Master _____

Master's COC Grade _____ No. _____ Place of Issue _____

Name of the Engineer or Engine Driver _____

Master's COC Grade _____ No. _____ Place of Issue _____

Name and Address of Owner or Agent _____

Date of Survey carried out _____ Place of survey carried out _____

PLYING LIMITS (as applicable): -

Within inland waters limits of ----- and not extending beyond ____ Nautical Miles from the nearest shore.

CARGO/PASSENGER CAPACITY

Maximum permissible cargo carriage capacity: _____ tonnes and /or _____ Passengers with _____ crew.

Safety equipment carried on the vessel:

No. of boats size and cubic capacity	No. of buoyant apparatus or Life rafts	No. of lifebuoys and lifejackets		Fire extinguishers			No. of anchors with their weight	Length size	
		Lifebuoy	Lifejacket	Foam type	Soda acid	Dry Cargo Powder		Anchor cable	Hose

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

This Provisional Certificate of Survey, issued under the provisions of section 13(1) of the Inland Vessels Act, 2021 continues to be in force only until the.....day of 20....

Examined and Registered

Signed by Chief Surveyor

Form No. 5**Certificate of Survey - Category A Vessel**

[see rule 15 (2)]

Certificate of Survey No. _____ **Zone of operation** _____

Date of Issue _____ Date of Expiry _____

This is Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel.

Name of the Vessel _____ Official No. _____

Port of Registry _____ Certificate of Registry No. _____

Gross Tonnage _____ Registered Tonnage _____

Freeboard Assigned _____ mm, Loading marks placed on the vessel's side: Yes/No _____,

Name of the Master _____

Master's COC Grade _____ No. _____ Place of Issue _____

Name of the Engineer or Engine Driver _____

Master's COC Grade _____ No. _____ Place of Issue _____

Name and Address of Owner or Agent _____

Date of Survey carried out _____ Place of survey carried out _____

PLYING LIMITS (as applicable): -

Within inland waters limits of -----

CARGO/PASSENGER CAPACITY

Maximum permissible cargo carriage capacity: _____ tonnes and /or _____ Passengers with _____ crew.

Safety equipment carried on the vessel:

No. of boats size and cubic	No. of buoyant apparatus or	No. of lifebuoys and lifejackets	Fire extinguishers	No. of anchors with their	Length size

capacity	Life rafts	Lifebuoy	Lifejacket				weight	Anchor cable	Hose
				Foam type	Soda acid	Dry Cargo Powder			

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

THIS CERTIFICATE, unless previously cancelled or revoked, to be in force until the ____ day of ____ 20__.

Examined and Registered

Signed by Chief Surveyor

Form No. 6

Certificate of Survey – Category B/ Category C Vessel [Refer Rule 15 (2)]

Category of Vessel :

Certificate of Survey No. _____ **Zone of operation:** _____

Date of Issue _____ Date of Expiry _____

This is Certificate of Survey has been issued subsequent to Survey carried out of the below detailed inland vessel.

Name of the Vessel _____ Official No. _____

Port of Registry _____ Certificate of Registry No. _____

Gross Tonnage _____ Registered Tonnage _____,

Freeboard Assigned _____ mm, Loading marks placed on the vessel's side: Yes/No, ____

Name of the Master _____

Master's COC Grade _____ No. _____ Place of Issue _____

Name of the Engineer or Engine Driver _____

Master's COC Grade _____ No. _____ Place of Issue _____

Name and Address of Owner or Agent _____

Date of Survey carried out _____ Place of survey carried out _____

PLYING LIMITS (as applicable): -

Within inland waters limits of _____

CARGO/PASSENGER CAPACITY

Maximum permissible cargo carriage capacity: _____ tonnes and /or _____ Passengers with _____ crew.

Safety equipment carried on the vessel:

No. of boats size and cubic capacity	No. of buoyant apparatus or Life rafts	No. of lifebuoys and lifejackets		Fire extinguishers			No. of anchors with their weight	Length size	
		Lifebuoy	Lifejacket	Foam type	Soda acid	Dry Cargo Powder		Anchor cable	Hose

THIS IS TO CERTIFY that the provisions of the rules with respect to the survey of the above mentioned Inland Vessel and the Transmission of declaration in respect thereof, have been complied with.

THIS CERTIFICATE, unless previously cancelled or revoked, to be in force until the ____ day of ____ 20__.

Examined and Registered

Signed by Chief Surveyor

Form No. 7**Particulars to be furnished for Survey of New Vessel or Vessels which are to be surveyed for the first time
[see rule 4(1)]**

1. Name of vessel (if already named)/Yard No. _____
2. Owner's name and address
3. Length, breadth and depth of vessel
4. Type of Vessel.
(Passenger, cargo, cargo-cum-passenger, Chemical Carrier, Liquid Carrier, Tug, Dumb barge, etc)
5. Particulars of hull
 - (a) Year of built
 - (b) Builders name and address
 - (c) Builders certificate
 - (d) Material of the hull
 - (e) Number of Bulk heads, their placement and thickness
 - (f) Hull plating material and thickness
 - (g) Frames (material and thickness)
 - (h) Floors (material and thickness)
6. Particulars of propulsion of Engines
 - (a) Number of sets fitted and Sr. No.
 - (b) Manufacturer's name and brand
 - (c) Model Number
 - (d) Year of built
 - (e) Type of Engine with Horse power of each
 - (f) Stroke _____ Cylinder diameter _____
 - (g) Diameter of propulsion shaft and material
 - (h) Type and Number of gears
 - (i) Test certificate
7. Particulars of equipment
 - (a) Anchor-Port, Starboard (weight and Material of each)
 - (b) Anchor-Spare (weight and material of each equipment)
 - (c) Chain: size type and length and test certificate (Port)
 - (d) Chain: size type and length and test certificate (Starboard)
 - (e) Ropes-size, material and number of ropes
 - (f) Search Lights, number, size and power
 - (g) Life buoys, Buoyant apparatus with Self Ignited lights, Number with buoyant lanyard
 - (h) Navigation Lights giving particulars and certificate, main mast, auxiliary mast, port, Starboard, Stem, Anchor not under command
 - (i) Shapes for anchor not under command etc.
 - (j) Sound signals: Mechanical or Electrical
8. Particulars of fire appliance
 - (a) Number, size and capacity of fire pumps
 - (b) Fire mains, diameter, material and number of hydrants
 - (c) Number of hoses
 - (d) Nozzles
 - (i) Jet type

- (ii) Spray type
 (iii) Jet/Spray type
 (e) Any other equipment
9. Number of portable fire extinguisher with particulars and name of manufactures
 (a) Soda Acid
 (b) Foam
 (c) Dry Powder
 (d) Any other types
10. Particulars of communication equipment
11. Particulars of navigation equipment
12. Particulars of pollution control devices
 a) Sewage treatment and disposal
 b) Solid waste processing and disposal
 c) Sound Pollution Control
 d) Water consumption/day
 e) Source of water
13. No. of deck crew ----- No. of engine crew -----
14. Number of passengers
15. Plans, Drawings, etc.:

Form No.8 OFFICIAL LOG BOOK for AN INLAND MECHANICALLY PROPELLED VESSEL [see rule 22 (1)]														
Name of vessel		Official No.	Port of Registry	Survey certificate valid upto	Place where vessel shall be found generally stationed	Tonnage		Name of Master						
						Gross	Net	Certificate of Competency No. and Date						
								Issued by						
								Signature of Master						
										Name and designation of crew : -				
Date	Sr. No. or Trip No.	Name of the loading or embarking point	Departure of loading or embarking point (If passenger vessel, attached or maintained list of passengers as per Annexure)				Arrival at unloading or disembarking point or Name of Mother vessel			Departure from unloading or disembarking point		Arrival at stationed point		Remarks
			Description	Quantity	Date	Time	Name of place or vessel	Date	Time	Date	Time	Date	Time	

Verification by Designated Authority

Name and Designation of verifying officer _____
 Signature & Date _____

ANNEXURE FOR LOG BOOK (Details of passengers)						
Vessel Name:					Official No.	
Sr. No.	Date	Trip No.	Name and Address	Photo Identification document	Photo Identification document no	Signature

DIRECTIONS AS TO KEEPING OFFICIAL LOGS

1. An official log shall be kept in the prescribed form in every Inland Vessel.
2. The official log may, at the discretion of the master or owner, be kept distinct from or united with the ordinary ship's log so that in all cases the spaces in the official log book be duly filled up.
3. The importance of keeping this book properly, and duly making all the entries at the proper time, and with the strictest regard to form, cannot be too strongly impressed on masters. By neglecting to do so masters render themselves liable to heavy penalties, and their owners to serious loss whilst members of their crew will suffer inconvenience from not being able to obtain records of their services. The absence of proper entries will also prevent fines or forfeitures from being enforced and will tend to prevent the maintenance of discipline.
4. An entry required by the Act in the official log book shall be made as soon as possible after the occurrence to which it relates, and, if not made on the same day as that occurrence, shall be made and dated so as to show the date of the occurrence and of the entry respecting it.
5. Every entry in the official log book shall be signed by the master and by the officer or some other member of the crew and also
6. If it is an entry of injury or death, shall be signed by the medical officer on board, if any, and if it is an entry of wages due to or the property of a crew member who dies, shall be signed by the officer and by some member of the crew besides the master.
7. Every entry made in an official log book in the manner provided by these rules shall be admissible in evidence.
8. Care must be taken whenever there is a change of master to see that documents handed over are up-to-date.
9. Entries must be made in order of date, and no blanks should be left.
10. If any entry in the Official Log relates in any way to a member of the crew the page number is to be entered against the man's name in the Official Log and Index.

Entries required to be made in official log books

- (1) If any offence within the meaning of the Act of desertion or absence without leave or against discipline is committed or if any act of misconduct is committed for which the offender's agreement imposes fine and it is intended to enforce the fine:
 - (a) an entry of the offences or acts shall be made in the official log-book and signed by the master and one of the persons employed or engaged in any capacity on board of the mechanically propelled vessel;
 - (b) the offender shall be furnished with a copy of the entry and have the same read over distinctly and audibly to him and may there upon make such reply there to as he thinks fit;
 - (c) a statement to a copy of the entry having been so furnished and entry having been so read over and the reply, if any made by the offender shall likewise be entered and signed in the manner aforesaid;
 - (d) in any subsequent legal proceedings the entries by this section required shall, if practicable, be produced or proved, and in default of such production or proof, the court hearing the case may in its discretion refuse to receive evidence of the offence or act of misconduct.
- (2) Every case in which the crew has faced shortage of food or drinking water.
- (3) Every case in which a member of the crew is promoted to a higher grade of service with the date of such promotion, the grade and the rate of wages which the crew member is to receive.
- (4) in cases of illness, frequent entries (daily if possible) showing the progress and treatment of patient.
- (5) Every case of drunkenness or misconduct on the part of any member of crew whether the Master wishes the case to be investigated or not.
- (6) Every important accident or damage to ship or cargo.
- (7) Every conviction by a legal tribunal of a member of his crew and the punishment inflicted.
- (8) a report on the quality of work of each member of his crew; or a statement that the master declines to give an opinion thereon with a statement of his reasons for so declining.
- (9) Every case of illness, hurt or injury happening to a member of his crew with the nature thereof and the medical

treatment adopted (if any).

(10) Every case of death happening onboard and the cause thereof, together with such particulars.

(11) Every birth happening on board, with the sex of the infant, the names of the parents and such other particulars.

(12) The name of every crew member who ceases to be a member of the crew otherwise than by death, with the place, time, manner and cause thereof.

(13) The wages due to any crew member who dies during the voyage and the gross amount of all deductions to be made there from.

(14) The money or other property taken over of any crew member who dies during the voyage.

(15) Any other matter which may be necessary for entry in the official logbook.

Form No. 9

Application for Change of Name of the Vessel on Certificate of Survey [see rule 20 (1)]

Ref. No.:

Dated:

From

To,

The Chief Survey or of Inland Vessels,

.....

Sir,

Sub: Change of name of the vessel on Certificate of Survey No.:
I..... R/O being the owner/master of
Inland Vessel(name) bearing Official No. hereby
request that the name of the vessel may be changed as (here enter the
new name). The certificate of survey No..... dated in original and copy of
Certificate of Registration are enclosed herewith for making the change of name.

Signature

Name of owner/ master

Enclosures: as stated above.

[F. No. IWT-11011/91/2021-IWT]

SUNIL KUMAR SINGH, Adviser (Statistics)

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

ಸಹಾಯಕ ಪ್ರಾರೋಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಉಪ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-72

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 19 ಕೇನಿಪ್ರ 2022

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.

ದಿನಾಂಕ: 07.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Inland Vessels (Manning) Rules, 2022
ರ Notification-G.S.R. 422(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ
ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 7th June, 2022

G.S.R. 422(E).—Whereas draft of the Inland Vessels (Manning) Rules, 2022 was published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), *vide* notification of the Government of India in the Ministry of Ports, Shipping and Waterways *vide* number G.S.R. 142 (E) dated the 22nd February, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 22nd February, 2022 and modified thereafter *vide* G.S.R. 316 (E) dated 26th April, 2022 inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on 22nd February, 2022;

And, whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore in exercise of the powers conferred by sub-section (1) of section 34, section 35, sub-section (1) of section 36, sub-section (3) of section 37, sub-sections (1) and (4) of section 38, section 39, sub-section (2) of section 41 read with clauses (z) to (zg) of sub-section (2) of section 106 of the Inland Vessels Act, 2021, the Central Government hereby makes the following rules, namely:—

1. Short title Commencement.— (1) These rules may be called the Inland Vessels (Manning) Rules, 2022.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Definitions.— (1) In these rules, unless the context otherwise requires-

(a) “Act” means the Inland Vessels Act 2021(24 of 2021);

(b) “zone” means any inland water area, as the State Government may, by notification, declare, depending on the following maximum significant wave height criteria, as Zone 1, Zone 2 and Zone 3, for the purpose of these rules -

(i) Zone 1 means an area where the maximum significant wave height does not exceed 2.0 metres;

(ii) Zone 2 means an area where the maximum significant wave height does not exceed 1.2 metres; and

(iii) Zone 3 means an area where the maximum significant wave height does not exceed 0.6 metres.

(c) “gross tonnage of a vessel (GT)” is the gross tonnage calculated as per the International Tonnage Convention-1969; and

(d) “total power of engines kW” means the total power of propulsion engines.

(2) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

3. Inland vessels.— For the purpose of these rules, inland vessels shall be classified as per the following categories-

(A) The inland vessels, which fall in Category A, are decked vessels of any of the following types-

(a) vessels, other than house boats, which are more than 24 metres in length and house boats of more than 30 metres in length;

(b) vessels which carry more than 50 passengers on board;

(c) all vessels equipped for tow, having a bollard pull capacity exceeding 10 tonnes;

(d) vessels designed and built to carry petroleum goods, chemicals or liquefied gases bulk as cargo;

(e) vessels carrying dangerous goods; and

(f) vessels of 300 gross tonnage and above.

(B) Category B - Vessels not covered under Category ‘A’ or Category ‘C’.

(C) Category C - Vessels of less than 10 m in length.

4. Minimum manning.— (1) Every inland vessel shall have minimum manning on-board as specified in sub-rule(3).

(2) The minimum manning applicable to each inland vessel, shall be recorded by the Surveyor in the Certificate of Survey, in accordance with the type and size of the vessel, its operating area, engine capacity and such other factors as may be decided by the Central Government, from time to time.

(3) Every mechanically-propelled inland vessel shall have on board minimum following crew when in operation-

Category A	DECK MANNING		
	GT < 500	500 ≤ GT < 1600	GT ≥ 1600
	a) One master with Inland Master Class 3/ Serang certificate.	5. One master with Inland Master Class 2 certificate.	(a) One master with Inland Master Class 1 certificate (b) One Chief Officer with Inland Master Class 2 certificate or One master with Inland Master Class 3 certificate having 2 year experience as Master Class 3 on vessel with> 500 GT.
	ENGINE MANNING		
	kW < 425 propulsion power	Propulsion power: 425 ≤ kW < 750	kW ≥ 750 propulsion power
	a) One engineer with Inland Engine Driver Class 2 certificate.	a) One engineer with Inland Engine Driver Class 1 certificate.	a) One chief engineer with Inland Engineer certificate b) One second engineer with Inland Engine Driver Class 1 Certificate or Inland Engine Driver Class 2 certificate with 2 years of experiences.
	RATINGS		
GT < 500 and kW< 425		GT≥ 500 or kW ≥ 425	
	a) Three general purpose ratings for attending duties of deck hands, engine hands and cooking.	a) Four general purpose ratings for attending duties of deck hands, engine hands and cooking.	
Category B	DECK MANNING		
	GT < 500	500 ≤ GT < 1600	GT ≥ 1600
	a) One master with Inland Master Class 3 or Serang certificate.	6. One master with Inland Master Class 2 certificate.	(a) One master with Inland Master Class 1 certificate. (b) One Chief Officer with Inland Master Class 2 certificate.
	ENGINE MANNING		
	kW < 425 Propulsion power	Propulsion power: 425 ≤ kW < 750	kW ≥ 750 Propulsion power
	a) One engineer with Inland Engine Driver Class 2 certificate	b) One engineer with Inland Engine Driver Class 1 certificate or One engineer with Inland	(a) One chief engineer with Inland Engineer certificate or One chief engineer with Inland

		Engine Driver class 2 certificate having 2 year experience as Engine Driver class 2 on vessel < 425 KW.	Engine Driver Class 1 certificate with 2 year experience as Engine Driver Class 1 on vessel with ≥ 750 kW. (b) One second engineer with Inland Engine Driver Class 1 Certificate or Inland Engine Driver Class 2 certificate with 2 years of experience.
	RATINGS		
	GT < 500	GT ≥ 500	
	b) Two general purpose ratings for attending duties of deck hands, engine hands and cooking.	Three general purpose ratings for attending duties of deck hands, engine hands and cooking.	
Category C: Minimum manning shall be as decided by the Designated Authority			
Note 1: In the case of Serang, Engine Driver Class 2 and GP rating, the requirements specified above may be complied with within 2 years of coming into force of the Rules.			
Note 2: Number of General Purpose ratings may be reduced for vessels of less than 500 GT on short duration voyages of less than 1 hour, as acceptable to the Designated Authority.			

(4) Every non-mechanically propelled inland vessel defined under sub-clause (ii) of clause (y) of section 3 of the Act of less than 15 metres length shall be manned by minimum one General Purpose Rating and every non-mechanically propelled craft of 15 metres or more in length shall be manned by minimum of two General Purpose Ratings.

(5) Any mechanically propelled inland vessel of total propulsion power not exceeding 425 kW shall be deemed to have complied with the requirements of master and engineer provided that such vessel has, as her master and engineer, a person possessing both certificates of appropriate class.

(6) The Designated Authority may specify minimum manning of higher order than prescribed in sub-rule (3), if other factors like nature of trade of the vessel, length of voyage necessitate such additional manning, in the interest of safety of life, property, environment and the inland waterways.

5. Appointment of examiners and examination centres.— (1) The Chief Examiner appointed under section 36 of the Act, by the respective State Government shall be responsible for the examination and issue of certificate of competency to the persons desirous of obtaining such certificates of competency.

(2) The Chief Examiner shall be assisted by suitable number of Examiners appointed by the respective State Government.

(3) The list of examination centres, norms and standards applicable to such examination centres and the conduct of examinations or assessments shall be specified by the respective State Government by circulars issued from time to time.

(4) Each examination center shall announce its examination schedule for various grades based on the assessment of local needs, ensuring adequate frequency of the examination so that the candidates do not have to wait for more than 6 months to appear in the examination from the date of application.

(5) No person shall be appointed as Chief Examiner unless he fulfils the following qualification and experience-

(a) Possesses a Ministry of Transport Master (Foreign Going) or Marine Engine Operator (MEO) Class I Certificate of Competency issued by Director General of Shipping with minimum 8 years experience as Certificated Officer on ships or State Maritime Boards or Director General of Shipping or Ports; or

(b) Possesses a Ministry of Transport First Mate (Foreign Going) or Marine Engine Operator (MEO) Class II Certificate of Competency issued by Director General of Shipping with minimum 10 years experience as Certificated Officer on ships or State Maritime Boards or Directorate General of Shipping or Ports; or

(c) Possesses academic qualification of Secondary School Certificate (SSC) and above along with an Inland Vessel Master Class I or Inland Engineer Certificate with a minimum of 20 years of service onboard in inland vessels as Certificated Officer of which at least 5 years shall be in the capacity of a Master or Chief Engineer.

(d) Possesses a Master [Near Coastal Voyage Vessel (NCV)] or Marine Engine Operator (MEO) Class III (Near Coastal Voyage Vessel-Chief Engineer Officer) Certificate with a minimum of 20 years of sailing experience of which at least 5 years shall be in the capacity of Master or Chief Engineer.

(e) Possesses qualifications as in (a), (b), (c) or (d) above and experience as a faculty or examiner in an Institute or Department approved by Competent Authority or Directorate General of Shipping or Mercantile Marine Department.

Explanation.- The tenure of experience as faculty or examiner may be counted towards shipboard or inland vessel experience required under clauses (a), (b), (c) and (d) of this sub-rule.

(6) A Chief Examiner shall discharge the following duties-

- (a) supervise overall conduct of examinations for various grades of Certificate of Competency in the State;
- (b) supervise overall issuance of various grades of certificates of competency; and
- (c) fix the frequency and schedule of examination for various grades of certificate of competency in the State.

(7) No person shall be appointed as an examiner unless he fulfils the following qualification and experience-

- (a) Possesses a Ministry of Transport Master (Foreign Going) or Marine Engine Operator (MEO) Class I Certificate of Competency issued by Director General of Shipping with minimum 5 years experience as Certificated Officer on ships or State Maritime Boards or Directorate General of Shipping or Ports; or
- (b) Possesses a Ministry of Transport First Mate (Foreign Going) or Marine Engine Operator (MEO) Class II Certificate of Competency issued by Director General of Shipping with minimum 7 years experience as Certificated Officer on ships or State Maritime Boards or Directorate General of Shipping or Ports; or
- (c) Possesses academic qualification Secondary School Certificate (SSC) and above along with an Inland Vessel Master Class I or Inland Engineer Certificate with a minimum of 15 years of service onboard inland vessels as Certificated Officer of which at least 5 years shall be in the capacity of a Master or Chief Engineer; or
- (d) Possesses a Master [Near Coastal Voyage Vessel (NCV)] or Marine Engine Operator (MEO) Class III (Near Coastal Voyage Vessel -Chief Engineer Officer) Certificate with a minimum of 15 years of sailing experience of which at least 5 years shall be in the capacity of Master or Chief Engineer; and
- (e) Possesses qualifications as in (a), (b), (c) or (d) above and experience as a faculty or examiner in an Institute or Department approved by Competent Authority or Directorate General of Shipping or Mercantile Marine Department.

Explanation.- The tenure of experience as faculty or examiner may be counted towards shipboard or inland vessel experience required under clauses (a), (b), (c) and (d) of this sub-rule.

(8) An Examiner shall discharge the following duties, namely:-

- (a) supervise and conduct examinations for various grades of Certificate of Competency at an examination centre;
- (b) issuance of various grades of certificates of competency;
- (c) evaluate the persons who have undergone exams and training programmes and to report the list of successful candidates to the Chief Examiner; and
- (d) Assist Chief Examiner in the discharge of his duties and responsibilities.

(9) For the purposes of this Rule and sub-section (1) of section 37 of the Act, the respective State Governments may evaluate the report provided by examiners to the Chief Examiner.

6. Issuance of certificate of competency.— (1) No candidate shall be granted a Certificate of Competency under these rules unless he secures minimum marks or aggregate marks, as the case may be, which have decided to be the minimum marks required to declare successful candidates.

(2) The examination for each grade of Certificate of Competency shall comprise of a written and oral examination which shall be based on the syllabus for each grade of examination, as may be decided by the Competent Authority and notified in the form of circulars from time to time.

(3) Sub-rule (2) shall not apply to issuance of Certificate of Service issued under these rules.

(4) A Certificate of Competency may be issued for the following grades, namely:-

- (a) Deck Department-
 - (i) Master Class 1 Certificate;
 - (ii) Master Class 2;

(iii) Master Class 3 or Serang Certificate.

(b) Engine Department-

(i) Inland Engineer Certificate;

(ii) Engine Driver Class 1;

(iii) Engine Driver Class 2 Certificate.

7. Master and Deck Department.— (1) Examination for the grant of Certificate of Competency as inland vessel Master Class 1, Master Class 2 and Master Class 3 or Serang shall be held by the examiner at the places of examination in the respective State Government on such dates as may be published by the examination centre.

(2) Every application for examination shall be filled and submitted in Form No. 3 appended to these rules together with copies of documents stated therein and such application along with the supporting documents required for ascertaining eligibility of the candidate as per the provisions of rule 9, rule 10, rule 11, rule 13, rule 14 and rule 15 shall be submitted at the examination centre as per the scheduled date as may be declared by the respective examination centres or the Designated Authority, as the case may be.

(3) The general responsibilities and authority of Master of a vessel are indicated in the schedule to these rules.

8. Minimum requirements for certification of Master Class 1 of an inland vessel.— (1) Every candidate for certification as Master Class 1 shall-

(a) hold a valid Certificate of Competency as Master Class 2 of an inland vessel issued under these rules;

(b) have a minimum onboard service of 3 years after 2nd Class Master, out of which one year as 2nd Class Master (in-charge of the vessel) of inland vessels for minimum 12 months in vessels not less than 500 GT;

(c) produce a medical certificate as to his physical fitness in Form No. 1 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;

(d) have successfully attended approved Preparatory Course for Master Class 1, which shall be an approved course by the competent authority and the minimum course duration, contents and structure of the Preparatory Course for Master Class 1 shall be as per the training programmes approved by the competent authority and notified form of guidelines or circulars, from time to time;

(e) have completed the four basic safety courses for inland vessels approved by competent authority, namely:-

(i) Elementary First Aid (EFA);

(ii) Proficiency in survival techniques (PST);

(iii) Personal safety and social responsibility (PSSR);

(iv) Fire Prevention and Fire Fighting (FPFF); and

(v) Security Training For Seafarers With Designated Security Duties (STSDSD).

(2) Notwithstanding anything contained in this rule, the State Government may stipulate requirements, other than those specified in sub-rule (1) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

9. Minimum requirements for certification of Master Class 2 of an inland vessel.— (1) Every candidate for certification as Master Class 2 shall-

(a) be in possession of valid Master Class 3 or Serang Certificate of Competency issued under these rules;

(b) have a minimum service of 36 Months out of which 12 Months shall be as Serang;

(c) shall produce a medical certificate as to his physical fitness in Form No. 1 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;

(d) have successfully attended approved Preparatory Course for Master Class 2, which shall be an approved course by the competent authority and the minimum course duration, contents and structure of the Preparatory Course for Master Class 2 shall be as per the training programmes approved by the competent authority, and notified in the form of guidelines or circulars, from time to time; and

(e) have completed the four basic safety courses for inland vessels approved by competent authority namely:

(i) Elementary First Aid (EFA);

- (ii) Proficiency in survival techniques (PST);
- (iii) Personal safety and social responsibility (PSSR);
- (iv) Fire Prevention and Fire Fighting (FPFF); and
- (v) Security Training For Seafarers With Designated Security Duties (STSDSD).

(2) Notwithstanding anything contained in this rule, the State Government may stipulate requirements, other than those specified in sub-rule (1) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

10. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel.— (1) Every candidate for certification as Master Class 3 or Serang shall be;

- (a) A Citizen of India;
- (b) Not less than twenty one years of age;
- (c) Medically fit and produce a medical certificate as to his physical fitness in Form No. 1 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
- (d) have successfully attended approved Preparatory Course for Master Class 3 or Serang, which shall be an approved course by the competent authority and the minimum course duration, contents and structure of the Preparatory Course for Master Class 3 or Serang shall be as per the training programmes approved by the competent authority and notified in the form of guidelines or circulars, from time to time, shall have minimum service of 36 Months on inland vessels; and
- (e) have completed the four basic safety courses for inland vessels approved by competent authority namely:-
 - (i) Elementary First Aid (EFA);
 - (ii) Proficiency in survival techniques (PST);
 - (iii) Personal safety and social responsibility (PSSR);
 - (iv) Fire Prevention and Fire Fighting (FPFF); and
 - (v) Security Training For Seafarers With Designated Security Duties (STSDSD).

(2) Notwithstanding anything contained in this rule, the State Government may stipulate requirements, other than those specified in sub-rule (1) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

(3) Existing Serangs serving on Inland Vessels shall be allowed to serve as Serangs and given maximum 2 years of time to undergo new training program.

11. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel for existing Lascars or Deck Hands prior to enactment of these rules.— (1) For the purposes of certification of Lascars or Deck Hands, who have started services in inland vessels before the enactment of these rules, the following conditions shall apply-

- (a) shall be 8th class pass from a board recognized by the Central or State Government;
- (b) be able to read and write in Hindi or English or Regional Language of the State;
- (c) meeting any one of the following minimum service criteria
 - (i) four years of service on Inland vessels or sea going vessels of not less than 500 GT; or
 - (ii) five years on vessels of not less than 24 metres in length; or
 - (iii) six years on vessel not less than 15 metres in length; or
 - (iv) such candidates who have served on the vessels of Defence, Police, Provincial Armed Constabulary or other Paramilitary forces for 5 years or more; and
- (d) performed at least one year of service which shall be as helmsman or an Assistant Master (Deck) or Seacunny.

(2) Notwithstanding anything contained in this rule, the State Government may stipulate requirements, other than those specified in sub-rule (1) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

12. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel for new entrants through rating route.— (1) For the purposes of certification of new entrants through rating route, including existing Lascars or Deck Hands or General Purpose Rating they shall meet the following requirements-

- (i) passed 10th class examination from board recognised by the Central or State Government;
- (ii) successfully completed General Purpose Rating Course at National Inland Navigation Institute, Patna or similar training establishment approved by the State; and
- (iii) have minimum three years of services on Inland vessels or sea going vessels out of which one year of the service shall be as Helmsman or as Seacunny.

(2) Notwithstanding anything contained in this rule, the State Government may stipulate requirements, other than those specified in sub-rule (1) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

13. Minimum requirements for certification of Master Class 3 or Serang of an inland vessel for new entrants through cadet training route.— (1) For the purposes of certification of new entrants through cadet training route, they shall meet the following requirements-

- (a) candidates who have passed class 12th class examination from board recognised by the Central or the State Government;
- (b) successfully completed Inland Vessel Cadets Training from any training institute approved by the State Government, which conducts training programmes approved by the Competent Authority; and
- (c) shall have two years of services on Inland vessels or sea going vessels provided the total service has been performed as Inland Vessel cadet apprentice with onboard vessel Structured Training Program verified in record book and approved or conducted by the State Government, which conducts the requisite training programmes approved by the Competent Authority and should have performed at least six months watch keeping service under qualified Master Class 1 or Class 2 or Class 3 Serang on board the vessel plying in the port or Inland vessels of the State.

(2) Notwithstanding anything contained in this rule, the State Government may stipulate requirements, other than those specified in sub-rule (1) above, as mandatory for any particular area of inland water, which requires compliance with the said requirements to ensure safe navigation or operation of inland vessel.

(3) A certificate of service shall be issued in Form No. 2 appended to these rules shall have the same effect as a certificate of competency granted under these rules.

14. Engineering department.— (1) Examination for the grant of certificate of competency as Inland Engineer Certificate, Engine Driver Class 1 Certificate, Engine Driver Class 2 shall be held by the examiner at the places of examination in the respective State Governments, on such dates as may be published by the examination centre.

(2) Every application for examination shall be filled and submitted in Form No. 3 appended to these rules together with copies of documents stated therein and such application along with the supporting documents required for ascertaining eligibility of the candidate, shall be submitted at the examination centre before the scheduled date as may be declared by the respective examination centres or the designated authority.

15. Minimum requirements for certification of Engineer of an Inland vessel.— (1) Every candidate for certification as Inland Vessel Engineer shall be-

- a) in possession of Engine Driver Class 1 Competency Service issued under the Act along with academic qualification or Secondary School Certificate (SSC) and above;
- b) there shall be minimum onboard service of 3 years on vessels having propulsion power more than 750 kW, after 1st Class Engine Driver competency out of which one year as 1st Class Engine Driver (Engine room in-charge) of Inland Vessels;
- c) shall produce a medical certificate as to his physical fitness in Form No. 1 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
- d) shall have successfully attended approved Preparatory Course for Inland Vessel Engineer, which shall be an approved course by the Competent Authority; and
- e) have completed the four basic safety courses for inland vessels approved by the Competent Authority namely:-
 - (i) Elementary First Aid (EFA);
 - (ii) Proficiency in survival techniques (PST);

- (iii) Personal safety and social responsibility (PSSR);
- (iv) Fire Prevention and Fire Fighting (FPFF); and
- (v) Security Training For Seafarers With Designated Security Duties (STSDSD).

2) For the purpose of this rule, the minimum course duration, contents and structure of the Preparatory Course for Inland Vessel Engineer shall be notified by the Competent Authority in the form of guideline or circulars, from time to time.

16. Minimum requirements for certification of Engine Driver Class 1 of an inland vessel.— (1) Every candidate for certification as Engine Driver Class 1 shall-

- (a) be in possession of valid 2nd Class Engine Driver, Certificate of Competency issued under the Act;
- (b) minimum service of 36 Months out of which 12 Months shall be as 2nd Class Engine Driver;
- (c) Produce a medical certificate as to his physical fitness in Form No. 1 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
- (d) have successfully attended approved Preparatory Course for Engine Driver Class 1, which shall be an approved course by the Competent Authority; and
- (d) have completed the four basic safety courses for inland vessels approved by Inland Waterways Authority of India or Director General Shipping or State Government namely:-
 - (i) Elementary First Aid (EFA);
 - (ii) Proficiency in survival techniques (PST);
 - (iii) Personal safety and social responsibility (PSSR);
 - (iv) Fire Prevention and Fire Fighting (FPFF); and
 - (v) Security Training For Seafarers With Designated Security Duties (STSDSD).

(2) For the purpose of this rule, the minimum course duration, contents and structure of the Preparatory Course for Engine Driver Class 1 shall be such as may be specified by the Competent Authority in the form of guideline or circulars, from time to time.

17. Minimum requirements for certification of Engine Driver Class 2 of an inland vessel.—

- a) age should not be less than 21 years;
- b) shall have completed preparatory course of 1 month duration and possess a valid Course Completion Certificate;
- c) produce a medical certificate as to his physical fitness in Form No. 1 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor;
- d) shall have minimum service of 36 Months on Inland Vessels;
- e) existing Engine Driver Class 2 serving on Inland Vessels shall be allowed to serve as Engine Driver Class 2 and given maximum of 2 years time to undergo new training program.

18. Certificate of Service.— (1) A candidate who has served as a master or as an engineer of a vessel of the Indian Coast Guard, Indian Navy or Indian Army for a period of 5 years may be granted a certificate of service as a Master Class 1, Master Class 2, Master Class 3 or Serang, Inland Engineer, Engine Driver Class 1 or Engine Driver Class 2 depending on the size of vessel served and on successful completion of relevant preparatory course including the four basic safety courses from any institute recognised by the Competent Authority.

(2) Candidates who are found to have complied with sub-rule (1) above, shall be exempted from written examination, but shall be required to qualify the oral examination:

Provided that relevant certificates of competence issued by the Indian Coast Guard, Indian Navy or Indian Army submitted by the applicant, shall be verified by the Designated Authority.

19. Minimum requirements to join as General Purpose Rating of an inland vessel.— (1) Every candidate for certification as General Purpose Rating shall-

- (a) be a citizen of India;
- (b) not be less than 18 years of age; and

- (c) have passed minimum 8th class for existing Deck or Engine Hands of inland vessel and passed minimum 10th for new entrants;
- (d) produce a medical certificate as to his physical fitness in Form No. 1 appended to these rules from an Inland Waterways Authority of India or Designated Authority empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor.
- (e) If new entrant, shall have completed approved induction training for General Purpose Ratings at any institute conducting the respective training courses, which has been approved by the Competent Authority;
- (f) If Existing Deck or Engine Hand shall have completed minimum 2 years as assistant Deck or Engine Hand on an Inland Vessel and have obtained a Certificate of Proficiency from a Master Class 1 or Class 2 or Class 3 for Deck Hand or from Engineer or Engine Driver Class 1 or Class 2 for Engine Hand under whom he has completed last six months of training as assistant deck or engine hand.

Provided that, the existing Deck or Engine Hands shall be required to undergo an approved conversion course to General Purpose Rating and such Conversion Course shall be approved course by the Competent Authority.

(g) have completed the four basic safety courses for inland vessels approved by Inland Waterways Authority of India or Director General Shipping or State Government namely:-

- a) Elementary First Aid (EFA);
- b) Proficiency in survival techniques (PST);
- c) Personal safety and social responsibility (PSSR);
- d) Fire Prevention and Fire Fighting (FPFF); and
- e) Security Training For Seafarers with Designated Security Duties (STSDSD).

2) For the purpose of this rule, the minimum course duration, contents and structure of the conversion course to General Purpose Rating shall be as may be notified by the Competent Authority in the form of guideline or circulars, from time to time.

3) Existing Ratings or Lascars serving on Inland Vessels shall be allowed to serve as Ratings or Lascars and given minimum 2 years of time to undergo new training program.

20. Reporting to Competent Authority.— The State Government shall report and update the Competent Authority with the information on data and details of certificates issued, granted, cancelled or suspended or such other remarks, made by the respective authority at regular intervals of not more than thirty days.

Schedule

MASTER'S RESPONSIBILITIES AND AUTHORITY

[see rule 7 (3)]

The Master has overall responsibility on board the vessel. Assistance from the Company shall be given as advice only, leaving the final decision and responsibility with the Master.

He shall be responsible for proper ship safety and maintenance of the vessel including assigning tasks to all persons on board including-

- (1) watch keeping;
- (2) maintenance planning and follow-up;
- (3) emergency measures and drills;
- (4) cargo operations; and
- (5) all tasks relevant to safe ship operation.

The Master shall ensure that all emergency procedures are defined and maintained through planning, training and drills in view to minimize the consequences if accidents or incidents should occur, including anti-pollution and safety measures, in the best interest of crew, vessel and environment.

Master shall ensure that all lifesaving and safety equipments are kept in a proper order according to regulations at all times.

The Master shall be responsible to report to the Company about all the defects and other matters which could affect the safe operation of the ship or could present a risk of pollution and which require the assistance of the Company to ensure that they are rectified and implemented on board of all vessels concerned.

The Master is responsible for the vessel in accordance with rules and regulations issued by-

- National authorities;
- State Governments or Maritime Boards; and
- Classification societies.

and has full Authority to take the proper decision according to the circumstances.

The Master is responsible for the safe navigation at all times, crew relation, catering and welfare, good discipline, evaluation of crew performance training, familiarisation and working morale.

The Master is responsible for all necessary reporting and liaisons on board. He represents the Company, the owners as well as the charterers, and is the reporting line to the Company, owners, charterers, and any third party, if required.

The Master is responsible for accounting of the vessel, chest, provisions, control of purchasing, and if necessary to report any discrepancy.

One of his main functions is to keep himself professionally up to date, to provide his experience to the ship's staff in a way to increase experience and professional updating.

The Master is responsible for the feedback line of data from the ship to the company or any third party, as may be required.

The Master is responsible for the seaworthiness, navigation, cargo and maintenance of his vessel, according to all mandatory regulations. He is responsible to identify all defects, to report them to the Company, to the Classification Society, to any third party if relevant, and, if this is not possible, to handle them directly on board. The Master shall assist the shore based management with information.

The Master is responsible for all reporting obligations on board.

FORM No. 1

Medical Certificate for appearing in Certificate of Competency

[see rules 8 (1) (c), 9 (1) (c), 10(1) (c), 15(1) (c), 16 (1) (c), 17 (c) and 19 (1) (d)]

(To be filled in by Inland Waterways Authority of India empanelled MBBS medical practitioner or medical officer of district government health centre or municipality approved doctor.

1. Name of applicant:
2. Type of ID and Number
3. Identification Marks (1)
(2)
4. (a) Does the applicant to the best of your Judgment suffer from any defect of vision? Yes/No
If so, has it been corrected by suitable spectacle? Yes/No
- (b) Can the applicant to the best of your judgment readily distinguish the pigmentary colours, red and green? Yes/No
- (c) In your opinion is he able to distinguish with his eyesight At a distance of 25 meters in good day light? Yes/No
- (d) In your opinion does the applicant suffer from a degree of Deafness which would prevent his hearing, the ordinary sound signals? Yes/No
- (e) In the opinion does the applicant suffer from night blindness? Or deformity or lose of number which would interfere with The efficient performance of his duties as a driver? Yes/No

If so, give your reasons in details:

I certify that I have personally examined the applicant I also certify that while examining the applicant I have directed special attention to the distant vision and hearing ability the condition of the arms, legs, heads, hand joints of both extremities of the candidate and to the best of my judgment he is medically fit/not fit to hold a driving licence.

The applicant is not medically fit to hold a licence for the following reasons:-

Signature

1. Name and designation of the Medical Officer/Practitioner

(Seal)

2. Registration Number of Medical Officer

Date:

Signature or thumb impression of the Candidate

Note: The Medical Officer shall affix his signature over the Photograph affixed in such a manner that part of his signature is upon the photograph and part on the certificate.

FORM No. 2

Certificate of Service

[see rule 13 (1)]

No. :

Name :

Son/wife/daughter of :

Permanent Address :

Present Address :

Date of Birth :

Height :

Marks of identification (1)

(2)

PHOTO

Signature or Left Thumb Impression

Based on assessment of your service record in Army / Navy/ Coast Guard, your medical fitness certificate and the preparatory course for _____ together with the 4 basic safety course certificates, you have been found duly qualified to fulfil the duties of a _____ (Master/Serang/Engineer/First class Engine Driver/Second class Engine Driver) on an Inland mechanically propelled Vessel (limitations, if any), I do hereby under the provisions of the rules issued under Inland Vessels Rules, 2022 grant you the certificate of competency as a _____ (First class Master/Second class Master/Serang/Engineer/First class Engine Driver/Second class Engine Driver/ Lascar) on an inland mechanically propelled vessel (limitations, if any).

Date.....

Place.....

Name and signature of Chief Examiner

FORM No. 3**Application Form for appearing in Certificate of Competency****[see rule 7 (2) and 14 (2)]**

APPLICATION FOR CERTIFICATE OF COMPETENCY TO ACT AS ENGINEER/ ENGINE DRIVER/ SERANG/ MASTER OF AN INLAND VESSEL.

Note:-The applicant shall submit this form duly filled in along with the necessary certificates to the examination centre for permission to appear in the examination.

PART-A

Personal particulars

- (1) Name in full :-
 (2) Surname :-
 (3) Nationality :-
 (4) Permanent Address :-
 (5) Date of birth :-
 (6) Place of birth :-

Passport size
 photograph of
 the applicant

PART-B

Particulars of all previous certificates (if any)

- (1) Number :-
 (2) Competency of service :-
 (3) Grade :-
 (4) Where issued :-
 (5) Date of issue :-
 (6) Is the certificate at any time suspended or cancelled by court or authority (if yes, provide details)

PART-C

Certificate now required

- (1) Grade :-
 (2) Competency :-

PART-D

HAVE YOU APPEARED FOR THIS EXAMINATION EARLIER?

Yes/No.

If yes, mention year & month.

PART-E

Declaration to be made by applicant:

Note: Any person who makes, procures to be made or assists in making any false representation for the purpose of obtaining for himself, or any other person, a certificate either of competency or service, is for each offence liable to be punished for cheating under section 420 of the Indian Penal Code and also for knowingly giving false information to the public servant under section 182 of the Indian Penal Code, 1860.

DECLARATION

I do hereby declare that the particulars contained in Part A, B, C, D and E of this form are correct and true to the best of my knowledge and belief, and that the papers enumerated in Part-G and sent with this form are true and genuine documents, given and signed by the persons whose names appear on them, I further declare that the statement in

Part-G contains true and correct account of the whole of my services without exception.

Date.....

Signature of the Applicant

Present Address.....

.....

PART-F

CERTIFICATE OF THE EXAMINER

The declaration under Part-E above was signed in my presence and the fee of Rs..... received.

Date:

Examiner

PART-G

LIST OF TESTIMONIALS AND STATEMENT OF SERVICE ON RIVERS OR SHORE OR SEA

1. If served on board vessel
 - (i) No. of testimonials or certificates(if any):-
 - (ii) Name of vessel where employed:-
 - (iii) Horse power of the engine on which worked:-
 - (iv) Port of registry and official no. of the vessel:-
2. Service particulars of the Applicant:
 - (i) Capacity:-
 - (ii) Date of appointment
 - (iii) Date of termination or leaving
 - (iv) State, if continuing
 - (v) Total period served
 - a) Years:
 - b) Months:
 - c) Days:
 - (vi) Total service
 - (vii) Total service on shore or river:
 - (viii) Period served for which certificates are now produced:-
 - (ix) Period served for which no certificates are produced:-

PART-H

CERTIFICATE OF THE EXAMINER

Note:- The examiner should fill up Part-H and I and forward this form to the Chief Examiner along with the testimonials and other certificates.

1. Date and place of examination
2. Insert passed or failed against each item below:
 - (i) In written examination:
 - (ii) In the viva examination:
3. Rank for which passed:

PART-I

PERSONAL DESCRIPTION OF APPLICANT

1. Height:

Meters	Centimeters
--------	-------------
2. Complexion:

3. Personal marks or peculiarities, if any,

4. Colour of

(a)Hair:-

(b)Eyes:-

I hereby certify that the particulars contained in Part-H and Part-I are correct.

Date.....

Place.....

[F. No. IWT-11011/91/2021-IWT]

SUNIL KUMAR SINGH, Adviser (Statistics)

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

ಸಹಾಯಕ ಪ್ರಾರೋಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಉಪ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-73

**ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ**

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 20 ಕೇನಿಪ್ರ 2022

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.

ದಿನಾಂಕ: 07.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Inland Vessels (Crew and Passenger
Accommodation) Rules, 2022ರ Notification-G.S.R. 423(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ
ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 7th June, 2022

G.S.R. 423(E).—Whereas draft of the Inland Vessels (Crew and Passenger Accommodation) Rules, 2022 was published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), *vide* notification of the Government of India in the Ministry of Ports, Shipping and Waterways vide number G.S.R. 145 (E) dated the 22nd February, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 22nd February, 2022 inviting the objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on 22nd February, 2022;

And, whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government;

Now, therefore in exercise of the powers conferred by sub-sections (1) of Section 7 and Section 80 read with clauses (zv) and (zza) of sub-section (2) of section 106 of the Inland Vessels Act, 2021, the Central Government hereby makes the following rules, namely:-

PART – I

PRELIMINARY

1. **Short Title Commencement.** - (1) These rules may be called the Inland Vessels (Crew and Passenger Accommodation) Rules, 2022.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. **Definitions.** - (1) In these rules, unless the context otherwise requires -

(a) “Act” means the Inland Vessels Act, 2021 (24 of 2021);

(b) “existing vessel” or “existing inland vessel” means any inland vessel that falls within the ambit of the definition provided under clause (q) of section 3 of the Act;

(c) “major conversion or modification” means any of the following -

(i) change in gross tonnage of the vessel by more than ten per cent.;

(ii) change of vessel type; and

(iii) change of propulsion system/ main engines or type of fuel;

(d) “new inland vessel” means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming in to force of the rules;

(e) “gross tonnage (GT)” of a vessel is the gross tonnage calculated as per the provisions of the International Tonnage Convention, 1969;

(2) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

PART-II**CLASSIFICATION AND COMPLIANCE**

3. Categorisation of inland vessels. - For the purpose of these rules, inland vessels shall be classified in the following categories -

(A) Category – A. - The vessels which falling in this category are the decked vessels of any of the following types-

- (a) vessels, other than houseboats, that are more than 24 metres in length and houseboats of more than 30 metres in length;
- (b) vessels that carry more than 50 passengers on board;
- (c) all vessels equipped for towing other vessels, having a bollard pull capacity exceeding 10 tonnes;
- (d) vessels designed and constructed to carry petroleum goods, chemicals or liquefied gases in bulk as cargo;
- (e) vessels carrying dangerous goods; and
- (f) vessels of 300 gross tonnage and above.

(B) Category-B.- vessels not covered under category A or category C.

(C) Category-C.- vessels of less than 10 metres in length.

4. Compliance of the requirements.- (1) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules;

(2) The owner and master of the new inland vessels, shall ensure that the vessel is constructed, maintained and operated as per the provisions of these rules.

(3) No new inland vessel shall be issued with the certificate of survey under the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with the standards for the accommodation of crew and passengers under these rules.

(4) Notwithstanding anything contained in sub-rules (1) to (3), the State Government may apply additional requirements to any category of vessels.

(5) State Governments may exempt any inland vessel that embodies features of a novel kind from any of the provisions of these rules, the application of which might seriously impede research into development of such features and their incorporation in vessels.

PART-III**RULES FOR VESSELS OF 300 GROSS TONNAGE AND ABOVE**

5. Application.- This part shall apply to all “Category-A” vessels of 300 GT and above.

6. General requirements of accommodation.- (1) Inland vessels shall have accommodation for the persons lodging habitually on board and for the minimum crew.

(2) Accommodation shall be so designed, arranged and fitted out as meet the health, safety and comfort needs of those on board and the accommodation shall be of safe, and easily accessible and adequately insulated against heat and cold.

(3) For the purposes of sub-rule (2), the crew accommodation and the means of access thereto and egress there from shall be so arranged and constructed to ensure-

- (a) protection of the crew against injury to the practicable extent;
- (b) protection of the crew accommodation against unfavourable environmental conditions;
- (c) exclusion from the crew accommodation of effluvia originating in other spaces in the vessel; and
- (d) exclusion from the crew accommodation, to the practicable extent, of noise originating in other spaces in the vessel.

7. Special design requirements for accommodation.- (1) Every part of the crew accommodation, other than pantries, laundries drying rooms, lockers, storerooms sanitary accommodation, passageways, offices, shall be properly lighted by natural light and the community living quarters shall, as far as possible, provide a way out:

Provided that in any space in the vessel it is impracticable to provide proper natural lighting, such lighting shall not be required, if adequate electric lighting is always available in that space.

(2) Mess rooms and sleeping cabins shall have at least two exits which are as far apart from each other as possible and serve as escape routes and one of the exits may be designed as an emergency exit.

(3) The requirement of exits under sub-rule(2) shall not apply to rooms with an exit leading directly onto the deck or into a corridor which serves as an escape route and large rooms, such as dormitories shall be provided with two exits and emergency exits, which may include skylights and windows, shall have a clear opening of at least 0.36 square metre and a shortest side not less than 0.50 metre and permit rapid evacuation in an emergency.

(4) The insulation and cladding of escape routes shall be made of flame-retardant materials and the usability of escape routes shall be guaranteed at all times by appropriate means such as ladders or separately attached rungs.

(5) The floor area of mess rooms shall be not less than 0.7 square meter per person and the number of persons to be taken into account for this may be limited to 70% of the total crew on board.

(6) The floor area of sleeping cabins shall be at least 2.5 square metres per person in general and for sleeping cabins accommodating more than one person, the minimum floor area may be reduced to 1.75 square metres per person.

(7) Doors shall have an opening with a clear width of at least 0.60 metre and the prescribed height may be achieved by means of sliding or hinged covers or flaps.

(8) Doors shall generally open to the outside except the cabin doors opening into a corridor and it shall be possible to open them from either side.

(9) Stairways shall be permanently fixed and shall be designed that -

- (a) they are at least 0.60 metre wide;
- (b) the tread is at least 0.15 metre deep;
- (c) the steps are non-slip; and
- (d) stairways with more than three steps are fitted with at least one handrail or handle.

(10) Pipes carrying dangerous gases or liquids, and particularly those under such a high pressure that a leak could pose a danger to persons, shall not be located in the accommodation spaces or in corridors leading to the accommodation spaces: provided that this sub-rule shall not apply to steam pipes and hydraulic system pipes and provided they are fitted in metal sleeves.

8. Sanitary Installations.- (1) The following sanitary installations shall be provided on vessels-

- (a) one toilet per eight crew members which shall have proper ventilation;
- (b) one washbasin per four crew members; and
- (c) one shower or bath per eight crew members.

9. Galleys.- (1) For vessels having persons living onboard, a galley shall be provided for the preparation of food: provided that a small pantry with refrigerator and electric heater may be sufficient for vessels designated for operation on short voyages with arrangements for supply of food from outside.

(2) Space and arrangements shall be provided for the storage of dry provisions for the crew having regard to the maximum period likely to elapse between successive replenishments of stores and to the maximum number of persons for whom food is to be served.

(3) Means shall be provided to store perishable provisions and box freezers and cold rooms of adequate capacity shall be provided for this purpose.

10. Supply of fresh water and drinking water.- (1) There shall be available a supply of fresh water sufficient for the wash basins, baths and showers fitted in the vessel.

(2) The supply shall be provided from tanks of a capacity of at least 50 litres for each member of the crew for each day likely to elapse between successive replenishments of the water or by other equally efficient means.

(3) There shall be supply of drinking water in the crew accommodation from tanks of an adequate capacity, having due regard to the number of persons in the crew and time likely to elapse between successive replenishments of the water and other efficient means may be accepted in lieu of this arrangement.

(4) Potable water installations shall-

- (a) be made of a material on their inner surfaces which resists corrosion and poses no physiological danger;
- (b) be free of pipe sections where a regular flow of water is not guaranteed; and
- (c) be protected against excessive heating.

11. Air Conditioning and ventilation.- (1) Crew accommodation areas shall be adequately ventilated.

(2) The enclosed parts of crew accommodation shall be ventilated adequately even when the doors are closed and the ventilation shall ensure adequate air circulation in all climatic conditions.

(3) The accommodation shall be so designed and arranged to prevent the entry of foul air from other areas of the vessel such as engine rooms or holds.

(4) Where provided, the air conditioning system, of a centralized type shall be so designed to—

- (a) maintain the air at a satisfactory temperature of 28°C with 50 per cent. relative humidity when ambient temperature is 35°C with 70 per cent. relative humidity;
- (b) ensure eight air changes per hour in any mess room or recreation room and six air changes in any other room, the amount of re-circulated air not exceeding 50 per cent. at any stage, while on voyage.

12. Other accommodation installations.- Each crew member living on board shall have an individual berth and an individual clothes locker fitted with a lock.

13. Construction of bulkheads and panelling.- (1) All bulkheads enclosing or within any part of the crew accommodation shall be properly constructed of steel or other suitable material and if the bulkheads are exposed to the weather, they shall be of watertight construction and means of closure shall be provided for all opening in such bulkheads so as to enable them to be made weather tight.

(2) If the partitions or bulkheads within the accommodation spaces are not constructed of steel then the paneling/ceiling used in the accommodation shall be made of non-combustible material of an approved quality.

(3) Any bulkhead which separates any part of the crew accommodation (other than a recreation deck space) from a space used as —

- (a) an oil fuel bunker;
- (b) a cargo or machinery space;
- (c) a lamp room or paint room;
- (d) a store room not forming part of the crew accommodation (other than a dry provision store room);
- (e) a chain locker; or
- (f) a cofferdam;

shall be gas tight, and shall be water tight to protect the crew accommodation.

(4) Any inside panelling in the crew accommodation shall be constructed of a suitable material with a surface, which can be easily kept clean.

(5) Neither bulkheads nor inside panelling shall be constructed with tongued and grooved boarding or in a manner or with material likely to harbour vermin.

14. Overhead decks and flooring.- (1) Every overhead deck exposed to the weather shall be constructed of steel or equivalent material.

(2) Every deck which forms the floor in the crew accommodation shall be properly constructed and shall have a surface which provides a good foothold and is capable of being easily kept clean.

(3) The floor covering shall be impervious to water and if the deck is situated on the top of oil tank, the covering shall be impervious to oil.

15. Medical cabinet.- Every vessel shall carry the following medical appliances for the use of crew-

- (a) one number of first aid box not less than that prescribed for a life boat; and
- (b) one number of stretcher for easy evacuation of casualties.

16. Protection from mosquitoes and rats.- (1) The crew accommodation, other than galleys, storerooms and recreation spaces on the open deck, shall be provided with protection against the admission of mosquitoes.

(2) The protection referred to in sub-rule (1) shall be provided by means of screens of rust proof wire or other suitable material which shall be fitted to all side scuttles, natural ventilators, skylights and doors leading to the open deck and by providing mosquito nets to individual crew members.

(3) Effective rat proofing measures are to be provided.

PART-IV**RULES FOR VESSELS OTHER THAN THOSE COVERED UNDER PART-III**

17. Application.- (1) The provisions of this part shall apply to all Category A passenger vessels other than those covered under Part-III.

(2) These rules may be applied to Category B passenger vessels, in so far as they are considered practicable and reasonable by the Designated Authority.

18. Maximum passenger numbers.- The number of passengers allowed onboard shall be determined on the basis of the-

- (a) stability requirements given in Inland Waterways (Design and Construction Rules), 2022; and
- (b) clear deck area requirements under Rule 20.

19. Allowable Passenger Spaces.- (1) Only one passenger deck is permitted below the waterline and bulkhead deck and passenger spaces do not include-

- (a) toilets
- (b) companion ways or stairways or means of escape and any passageway less than 750 millimetre wide;
- (c) areas permanently occupied by safety equipment and other vessel related to operational equipment; and
- (d) Areas designed for the safe operation of the vessel such as-
 - (i) Machinery or navigation or mooring;
 - (ii) enclosed vehicle carrying spaces provided on Ro-Ro vessels; and
 - (iii) open deck vehicle carrying spaces.

(2) In assessing the clear area for enclosed spaces, the space occupied by tables and permanent fittings shall be excluded.

(3) For open deck spaces, the clear area shall be measured between points within which the surveyor considers the area fit for the safe and proper accommodation of passengers.

(4) Clear area means the area which remains after they are occupied by hatchways, skylights, companionways, casings, ventilators, navigating space, luggage lockers and lifesaving appliances carried on the open deck and lockers.

(5) The decks on which passengers are accommodated shall form part of the permanent structure of the vessel and shall be of adequate strength:

Provided that if any deck is constructed of wood, it shall be properly laid and caulked and shall be continuous from side to side of the space in which the passengers are carried.

(6) Lamp rooms, paint rooms and spaces used for the storage of inflammable oils shall not have a direct access to the passenger accommodation by doors or situated as to constitute a danger of passengers and passengers shall not be accommodated in a space adjoining an oil fuel bunker unless the space is separated from the bunker by an additional steel vapour proof bulkhead so that the space between the two bulkheads is well ventilated and accessible.

(7) For the purpose of sub-rule (8) passenger accommodation may be situated on a deck forming the crown of an oil fuel space if-

- (a) the deck is oil-tight;
- (b) passenger space is well ventilated;
- (c) no manhole or other opening to oil fuel space exists in passenger spaces; and
- (d) flooring of passenger space is of a material and of a thickness approved by the Designated Authority for the purpose.

(8) Passenger accommodation shall be separated from cargo spaces, store rooms, lamp rooms and paint rooms and other space used for storage of inflammable oils by means of gas-tight steel bulkheads and decks.

20. Clear deck areas.- (1) Where only seating accommodation is provided, the number of passengers allowed for a passenger space shall be determined by dividing the clear area excluding passages in square metres by 0.60.

(2) Where passengers are allowed access to the top of deckhouses, the number of passengers allowed shall be determined by dividing the clear deck area excluding passages in square metres by 0.85.

21. Provision of Cabin Berths.- (1) Where the duration of voyage is more than 24 hours, proper sleeping berths shall be provided.

(2) The number of fixed berths properly constructed and fitted shall determine the number of passengers allowed to be carried in cabin class accommodation provided in any vessel.

(3) No cabin accommodating cabin class passengers shall contain more than eight such berths.

(4) There shall not be more than two tiers of berths in any cabin and there shall be provided not less than 3.35 square metres of clear space for each cabin class passenger and where small berths are fitted for children, the total space allocated shall be 3.5 square metre for every pair of such berths.

22. Provision of bunks.- (1) Where bunk spaces are provided for the accommodation of passengers, in lieu of cabin berths, such bunks shall comply with the following requirements-

- (a) the size of a bunk shall not be less than 1.90 meters long and 0.70 meters wide;
- (b) every bunk shall give direct access to a passage-way and the passage-ways shall be so arranged to give ready access to an escape route;
- (c) the width of passage-ways shall be not less than 0.70 metre;
- (d) bunks may be fitted in single or double tiers and the following requirements shall be complied with, namely:-
 - (i) the distance between the deck and the base of the lower bunk shall not be less than 0.45 meter;
 - (ii) the distance between the base of the lower bunk and the base of the upper bunk shall not be less than 0.90 meter;
 - (iii) the distance between the base of the upper bunk and the underside of any overhead obstruction shall not be less than 0.90 meter; and
 - (iv) suitable means shall be provided with access to upper bunks.
- (e) bunks shall be fitted with lee boards or lee rails and where bunks are fitted side by side suitable means of separation shall be provided;
- (f) bunks and their fittings shall be constructed of metal and shall be of the type approved by the Designated authority;
- (g) no bunk shall be fitted within 0.90 metre of any hatch opening except where such opening are trunked or otherwise protected to the satisfaction of the Designated Authority.
- (h) no bunk shall be fitted within 0.60 metre of the face of the frames, sparring or linings at a vessel's side;
- (i) no bunk shall be fitted within 0.75 metre of the entrance of any stairway or ladder way, wash place, lavatory or battery or latrines or of any water tap or fire hydrant; and
- (j) no bunk shall be fitted in space or part there of which in the opinion of the Designated Authority, is unsuitable for accommodation of bunk class passengers.

(2) Total number of bunks provided in any vessel shall be such to ensure that the number of a passengers carried in a space does not exceed the gross volume of that space in cubic metres divided by 3.06 cubic metres.

23. Passenger seating. - (1) Where the voyage is of not more than 24 hours duration, passengers may be accommodated in spaces where only seating accommodation is provided.

(2) Every passenger shall be provided with a seat, subject to the sub-rules (3) and (4).

(3) Inland vessels operating on short voyages of 30 minutes or less need to provide seating for 50 % of passengers, provided the motions and accelerations in all normal operation would not make standing difficult.

(4) All seating and furniture shall normally be fixed and any moveable furniture may be permitted, provided that the same shall not be a hazard or impede escape in the event of an emergency.

Explanation. - For the purpose of this sub-rule, seating may be individual seat or bench type seating.

(5) If seating is removed to accommodate a specific operation or function, the number of passengers shall be reduced accordingly.

24. Minimum seat dimensions. - (1) Suitable clear space shall be allowed for access, assembly and escape with a minimum width of 750 millimetres being provided.

- (2) A length of 450 millimetres measured horizontally along the front of each seat shall be allowed for the accommodation of seated passengers.
- (3) When any space in front of a seat is required for access, the space within 230 millimetres of the front of the seat shall not be taken into account when measuring the width of the access.
- (4) The distance between any part of the back rest of any seat and the back rest of the seat facing it, shall not be less than 1600 millimetres.
- (5) There shall be a clear space of at least 680 millimetres in front of the backrest of any seat measured from the centre of each seat and a clear space of at least 310 millimetres in front of any part of that seat.
- (6) There shall be a clear space of at least 620 millimetres between any part of the front of a transverse seat, and any part of any other seat which faces it.
- (7) The number of passengers accommodated by bench seating shall be by dividing the length in metres of each continuous fixed seat by 0.45 and the measurements being taken along the inner edge of the seats and buoyant apparatus may be used for seating.

25. Spaces unfit for passenger accommodation.- (1) Accommodation for passengers shall not be provided in any of the following spaces, namely-

- (a) any deck lower than the one immediately below the waterline or bulkhead deck;
- (b) any part of the between deck where the clear headroom is less than 1.90 metres; and
- (c) frontside of the collision bulkhead or the upward extension thereof.

(2) During rainy season, no space on the weather deck shall be measured as being available for passenger accommodation except that it may be measured as airing space.

26. Lighting and Ventilation.- (1) All passenger accommodation spaces shall be efficiently ventilated and lighted during both day and night.

(2) Every part of the accommodation, other than pantries, laundries drying rooms, lockers, storerooms sanitary accommodation, passageways, shall be properly lighted by natural light.

(3) Wherever possible, natural lighting shall be provided and if in any space in the vessel, it is impracticable to provide proper natural lighting, such lighting shall not be required if adequate electric lighting is always available in that space.

(4) In every new passenger vessel the enclosed parts of the passenger accommodation shall be ventilated by a system, which shall maintain the air therein in a state of purity adequate for the health and comfort of the passengers and such system shall be capable of being so controlled as to ensure a sufficiency of air movement under all conditions of weather and climate to which the vessel is likely to be subjected, during the voyages on which she is intended to be engaged and shall be additional to any side scuttles, skylights, companions, doors or other apertures not intended solely for ventilation.

(5) In every passenger vessel, as a minimum, adequate fans shall be provided in the enclosed spaces of the accommodation.

(6) Where the air conditioning system is provided, whether of a centralized type or individual unit type, the same shall be designed to-

- (a) maintain the air at a satisfactory temperature of 28° with 50 per cent. relative humidity when ambient temperature is 35°C with 70 per cent. relative humidity; and
- (b) ensure eight air changes per hour in any mess room or recreation room and six air changes in any other room, the amount of re-circulated air not exceeding 50 per cent. at any stage, while on voyage.

27. Protection from mosquitoes and rats.- (1) Passenger accommodation spaces, other than galleys, storerooms and recreation spaces on the open deck, shall be provided with protection against the admission of mosquitoes.

(2) The protection referred to in sub-rule (1) shall be provided by means of screens of rust proof wire or other suitable material which shall be fitted to all side scuttles, natural ventilators, skylights and doors leading to the open deck.

(3) Effective rat proofing measures are to be provided in accommodation spaces.

28. Airing space.- Where the duration of voyage exceeds 4 hours, airing space shall be provided for all passengers at the scale of 0.5 square metre per passenger and such airing space shall be marked conspicuously.

29. Marking of spaces.- Any space intended for the accommodation of passengers shall be conspicuously marked at or near the entrance to that space indicating the number of such passengers that the space is certified to accommodate.

30. Provision of medical stores.- Every passenger vessel carrying more than 100 passengers and on voyages of more than 24 hours shall carry medicine, medical stores disinfectants, and surgical appliances as may be specified by the Designated Authority.

31. Toilet facilities.- (1) For vessels provided with seating accommodation only, toilet facilities shall be provided for the use of all seated passengers, and the number of toilets shall be as follows-

- (a) up to 50 passengers 1 water closets (WCs);
- (b) up to 100 passengers 2 WCs; and
- (c) for each additional 100 passenger, or part thereof 2 WCs or 1 WC and 1 urinal.

(2) Separate toilets shall be set apart for the exclusive use for male and female passengers and fitted with entirely separate entrances and all toilets shall be clearly marked and lighted to indicate whether they are intended for use of male or female passengers.

(3) For vessels provided with sleeping accommodation, four toilets shall be provided for the first hundred passengers and two toilets for every additional fifty passengers.

(4) The requirements provided in sub-rule (1) may be relaxed for open inland vessels and those vessels engaged on voyages of less than 30 minutes duration, provided that WCs are provided in the vicinity of embarkation or disembarkation places.

(5) All sanitary facilities shall be sufficiently ventilated.

32. Wash places and baths.- (1) In passenger vessels performing voyages exceeding 48 hours duration, there shall be provided for the exclusive use of passengers washing facilities, namely-

- (a) one wash basin or sink with running fresh water for every 25 passengers; and
- (b) one water tap or shower for bathing for every 25 passengers or part thereof and at least one tap or shower shall also be fitted to supply running hot water and so regulated as to prevent scalding.

(2) Every passenger vessel performing a voyage of less than 48 hours duration but not less than 24 hours shall be provided with wash basins, taps or showers at half of the facilities provided in sub-rule (1).

(3) Every passenger vessel performing a voyage not exceeding 24 hours shall be provided one wash place for male passengers and one for female passengers and each of such wash basins or sinks shall be functional with running cold fresh water.

(4) Where the voyages exceed 12 hours duration, showers or taps with fresh running water shall be provided in each wash place.

(5) At least one wash place shall be set apart for the exclusive use of female passengers.

33. Supply of food, fuel and water.- (1) Every passenger vessel on voyages exceeding 6 hours shall have provisions for food, beverages and drinking water to the passengers.

(2) In no case a passenger shall be permitted to cook food on board.

(3) There shall be fresh water of not less than 22.5 litres per day supplied to passengers for all purposes inclusive of the quantity necessary for drinking.

(4) Fresh water may be carried in double bottom tanks or in other tanks fitted above double bottoms or any other tanks fitted for this purpose.

(5) All fresh water tanks shall be cleaned, cement washed or if coated with bituminous plastic or other proprietary composition, re-coated where necessary shall be aired and disinfected at intervals not exceeding 12 months and in addition, the tanks shall be thoroughly pumped out, hosed and disinfected prior to refilling at six months intervals.

(6) The disinfection as provided under sub-rule (5) shall be carried out under the supervision of the Port health Officer or Officer appointed by the Designated Authority.

(7) There shall be provided on every deck used by passengers, efficient means for the regular supply of cold, fresh and potable drinking water suitably distributed in the passenger spaces.

34. Guard rails and stanchions.- (1) All passenger vessels carrying passengers shall be provided with bulwarks or guard rails on every deck to which the passengers have access.

- (2) Such bulwarks or guard rails shall be not less than 100 centimeters high, measured from the top of the deck to the top of the uppermost rail and the rails shall be not more than 230 millimeters apart unless strong netting is provided.
- (3) Where bulwarks are fitted, the freeing ports shall be fitted with suitable grids for protection of passengers.

[F. No. IWT-11011/91/2021-IWT]

SUNIL KUMAR SINGH, Adviser (Statistics)

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

ಸಹಾಯಕ ಪ್ರಾರೋಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಉಪ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-74

**ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ**

ಸಂಖ್ಯೆ: ಸಂವ್ಯಾಶಾಇ 21 ಕೇನಿಪ್ರ 2022 ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.
ದಿನಾಂಕ: 07.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Inland Vessels (Safe Navigation,
Communication and Signals) Rules, 2022ರ Notification-G.S.R. 424(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ
ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS
NOTIFICATION

New Delhi, the 7th June, 2022

G.S.R. 424(E).—Whereas draft of the Inland Vessels (Safe Navigation, Communication and Signals) Rules, 2022 were published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), *vide* notification of the Government of India in the Ministry of Ports, Shipping and Waterways *vide* number G.S.R. 139 (E) dated the 18th February, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 18th February, 2022 inviting objections and suggestions from all persons likely to be affected thereby before the

expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on 18th February, 2022;

And, whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore in exercise of the powers conferred by sub-sections (1) and (2) of section 47 read with clauses (zj) and (zk) of sub-section (2) of section 106 of the Inland Vessels Act, 2021, the Central Government hereby makes the following rules, namely-

CHAPTER I – PRELIMINARY

1. Short title and commencement.- (1) These rules may be called the Inland Vessels (Safe Navigation, Communication and Signals) Rules, 2022.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Definitions.-

(1) In these rules, unless the context otherwise requires,--

- (a) "Act" means the Inland Vessels Act, 2021(24 of 2021);
- (b) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees;
- (c) "existing vessel" or "existing inland vessel" means any mechanically propelled inland vessel which is not a new vessel or a new inland vessel that falls within the definition of inland vessel as provided in clause (q) of section 3 of the Act;
- (d) "flashing light" means a light flashing at regular intervals;
- (e) "length and breadth of a vessel" means maximum length and breadth of a vessel;
- (f) "major conversion or modification" means any of the following-
 - (a) change in gross tonnage of the vessel by more than 10 per cent.;
 - (b) change of vessel type; or
 - (c) change of propulsion system or main engines or type of fuel.
- (g) "masthead light" means a white light placed over the fore and aft centre-line of the vessel showing an unbroken light over an arc of the horizon of 22.5 degrees to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel;
Provided that the masthead light shall be that this light shall be placed as far as practicable at height above the uppermost continuous deck of not less than 3 metres for vessels of 20 metres or more in length and 2 metres for vessels of less than 20 metres in length.
- (h) "new inland vessel" means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming in to force of the rules;
- (i) "prolonged blast" means a blast of about 4 to 6 second duration;
- (j) "restricted visibility" means any condition in which visibility is restricted by fog, mist, heavy rainstorms, sandstorms or any other similar causes;
- (k) "sailing vessel" means any vessel under sail provided that propelling machinery if fitted, is not being used;
- (l) "short blast" means a blast of about one second duration;
- (m) "sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side;

Provided that in an inland vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centre-line of the vessel and; such Sidelights shall be placed not less than 1 metre below the mast headlight.

(n) "stern light" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel;

(o) "towing light" means a yellow light having the same character as the "stern light" defined in clause (p);

(p) "underway" means a vessel is not at anchor or made fast to the shore or aground;

(q) "vessel engaged in fishing" means any vessel carrying on fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability"

(r) "vessel not under command" means a vessel, in some exceptional circumstances is unable to manoeuvre as required by these rules and is unable to keep out of the way of another vessel;

(s) "vessel restricted in her ability to manoeuvre" means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these rules and is therefore unable to keep out of the way of another vessel and the following vessels shall be regarded as vessels restricted in their ability to manoeuvre -

(a) a vessel engaged in laying, servicing or picking up a navigation, mark, submarine cable or pipeline;

(b) a vessel engaged in dredging, surveying or under water operations; or

(c) a vessel engaged in towing operation which renders her unable to deviate from her course; and

(t) "whistle" means any sound signalling appliances capable of producing the prescribed blast.

(2) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

3. Compliance of requirements.- (1) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules: Provided that the existing inland vessels that undergo major conversion or modification shall comply with the requirements specified in these rules, as far as it is considered reasonable and practicable by the Designated Authority.

(2) Subject to sub-rule (1), the owner or the master of the new inland vessel, shall ensure that the vessel is constructed, maintained and operated under the requirements related to safe navigation, communication and signals as provided under these rules and the vessel is suitable for its intended service.

(3) No new inland vessel shall be issued with the certificate of survey under the Act and the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with requirements related to safe navigation, communication and signals including the physical design of the inland vessel or equipment that the inland vessel shall carry, or those which are operational or procedural in nature:

Provided that Designated authority shall ascertain that there is evidence of procedures in place to demonstrate that the inland vessels are operated in compliance with the requirements provided under these rules.

(4) Notwithstanding sub rule (1) to (3), the State Government may apply any additional requirements to any category of vessels.

(5) State Governments may exempt any inland vessel that embodies features of a novel kind from any of the provisions of these rules, the application of which might seriously impede research into development of such features and their incorporation in vessels and any such vessel shall, however, comply with such requirements that, in the opinion of the Designated Authority, achieve a standard which is equivalent or higher than those prescribed under these rules.

CHAPTER II – COMPLIANCE AND STANDARDS

4. Equipment Standards and Guidance.- Any particular piece of equipment or machinery that the inland vessels shall be provided with in compliance with these Rules; shall be in accordance with national or international standards such as Bureau of Indian Standards(BIS) / International Organization for Standardization (ISO).

5. Conduct of vessels in any condition of visibility.- (1) Every inland vessel shall at all times maintain a proper look-out by sight and hearing by all available means appropriate in the prevailing circumstances and conditions to make a full appraisal of the situation and of the risk of collision and such vessels shall make use of searchlights to locate luminous marks used for channel marking.

(2) Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and grounding and be stopped within a distance appropriate to the prevailing circumstances and conditions.

(3) In determining a safe speed, the following factors shall be taken into account;

(a) By all vessels:-

- (i) the state of visibility;
- (ii) the traffic density including concentration of fishing vessels or other vessels;
- (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability, in the prevailing conditions;
- (iv) the state of the river, wind, current and the proximity of navigational hazards;
- (v) state and availability of shore, navigational aids and channel marking during day and night;
- (vi) speed restrictions imposed by the waterway authority;
- (vii) the draught of the vessel in relation to the available depth of water; and
- (viii) at nights, the presence of background light such as from the shore lights or from the back scatter of her own lights.

(b) By vessels with operational radar:-

In addition to the factors at clause (a), the following factors shall be taken into account-

- (i) the characteristics, efficiency of the radar equipment;
- (ii) the number, location and movement of vessels detected by radar; and
- (iii) the exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or objects in the vicinity.

CHAPTER III - STEERING AND SAILING

6. Risk of collision.- (1) Every vessel shall use all available means appropriate to the prevailing circumstance and conditions to determine if risk of collision exists and if there is any doubt such risk shall be deemed to exist.

(2) In determining if risk of collision exists the following consideration shall be taken into account-

- (a) such risk shall be deemed to exist if a compass bearing of an approaching vessel does not appreciably change and apparent distance from own vessel decreases;
- (b) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range; and
- (c) for vessel not fitted with a compass, if the relative position remains unchanged.

7. Action to avoid collision.- (1) Any action taken to avoid collision shall, if the circumstances of the case admit be positive, made in ample time and with due regard;

- (2) Any alteration of course or speed to avoid collision shall, if the circumstances of the case admit be large enough to be readily apparent to another vessel and any succession of small alteration of course or speed shall be avoided.
- (3) If there is sufficient room, alteration of course alone may be the most effective action to avoid a close quarters situation and if it is made in good time, and does not result in another close quarters situation.
- (4) Action taken to avoid collision with another vessel shall result in passing at a safe distance and the effectiveness of the action shall be carefully checked, until the other vessel is finally passed.
- (5) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take the way off by stopping or reversing her means of propulsion.

8. Confined channels.- (1) Any inland vessel proceeding along the course of a confined channel shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable and any vessel of less than 10 metres in length or a sailing vessel shall not impede the passage of any other vessel which can safely navigate only within the marked channel.

- (2) Any inland vessel shall not cross a navigable channel, if such crossing impedes the passage of any other vessel proceeding upstream or downstream along the navigable channel.
- (3) In a confined channel overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signals specified in sub-rule (2) of rule 33.
- (4) The vessel to be overtaken shall if in agreement, sound appropriate signals prescribed in sub-rule (2) of rule 33 and take action to permit safe passing and if in doubt she may sound the signal prescribed in sub-rule (3) of rule 33 and also comply with obligation under rule 13.
- (5) Any inland vessel nearing a bend or an area of a confined channel where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in sub-rule (4) of rule 33
- (6) Every vessel shall, avoid anchoring in a confined channel.

Explanation.- For the purposes of these rules, the confined channels are channels of restricted width and surrounded by shallow water limiting the ability of vessels to manoeuvre and usually marked by buoys.

9. Single lane traffic.-

- (1) When single lane traffic is in force, vessels shall
 - (a) join the lane only when the traffic signal permits to do so;
 - (b) proceed with maximum permissible speed and clear the channel as quickly as possible; and
 - (c) not stop or anchor in a traffic lane and shall exercise caution while joining or leaving the single lane to avoid collision with waiting vessels at anchor.
- (2) Notwithstanding anything contained in sub-rule (1), State Governments may by guidelines or circulars issue directions for any particular area of inland waters which requires special traffic regulation to ensure safe and smooth navigation.

CHAPTER IV - CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

10. Sailing vessels.—

When two sailing vessels are approaching one another involving risk of collision, one of them shall keep out of the way of the other by following-

- (1) in a non-tidal river when one vessel is proceeding upstream and the other vessel is proceeding downstream, the vessel proceeding upstream shall keep out of the way of the other;
- (2) when both the vessels are proceeding, upstream or downstream and in a tidal lagoon the vessel which is on windward shall keep out of the way of the vessel which is towards leeward;

- (3) any vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (4) a vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

Explanation.- For the purposes of this rule, "upstream" shall be the direction against current and downstream shall be the direction with the current and "wind ward" side shall be deemed to be the side opposite to that of which the main sail or the largest fore and aft sail is carried.

11. Overtaking.- (1) Any inland vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam and in a position to the vessel she is overtaking, that at night she may see only the stern light or towing light of that vessel but neither of her sidelight.

(2) Any subsequent alteration of bearing between two inland vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally passed.

(3) Notwithstanding anything contained in this rule any inland vessel overtaking any other shall keep out of the way of the vessel being overtaken.

12. Head-on situation.- When two inland vessels are meeting on reciprocal course or nearly reciprocal course, to avoid risk of collision both vessels shall alter their course to starboard so that each shall pass on the port side of the other.

13. Crossing situation.- When two inland vessels are crossing, to avoid risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit avoid crossing ahead of the other vessel.

14. Action by give-way vessel.- Every inland vessel which has been directed to keep out of the way of another vessel shall, so far as possible take early and substantial action to keep clear of the way.

15. Action by stand-on vessel.- (1) Where, any one of two inland vessels is to keep out of the way-

- (i) the other shall keep her course and speed;
- (ii) the later vessel may however take action to avoid collision by her manoeuvre alone.

as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action.

(2) Due to any reason or cause, if a vessel is required to keep her course and speed in control finds herself that she is close to the other vessel and collision cannot be avoided by the action of the give-way vessel, shall take appropriate action, which shall be best aid to avoid collision.

(3) A vessel which takes action in a crossing situation in accordance with provisions of clause (ii) of sub-rule (1) to avoid collision with another vessel, shall not alter course to port for a vessel on her own port side.

16. Responsibilities of (between) vessels.- Subject to rule 9 and rule 13-

(1) an inland vessel underway shall keep out of the way of:-

- (a) any vessel not under command;
- (b) any vessel restricted in her ability to manoeuvre;
- (c) any vessel engaged in fishing;
- (d) any sailing vessel, vessel under oars or country boat; or
- (e) any vessel proceeding downstream by a vessel proceeding upstream.

(2) a sailing vessel under way shall keep out of the way of:-

- (a) any vessel not under command;
- (b) any vessel restricted in her ability to manoeuvre; or
- (c) any vessel engaged in fishing.

17. Vessel not in sight of one another.- (1) Every inland vessel shall make appropriate sound signals in accordance with rule 34 and exhibit lights while navigating in restricted visibility.

(2) Every inland vessel shall proceed at a safe speed adopted to the circumstances and conditions of restricted visibility and such vessel shall have her engines ready for immediate manoeuvre.

(3) Every inland vessel shall have due regard to the circumstances and conditions of restricted visibility when complying with the provisions of this rule.

(4) Except where it has been determined that risk of collision does not exist, every inland vessel which hears apparently forward of her beam or the fog signal of another vessel or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed, and shall if necessary take her way off and navigate with extreme caution until danger of collision is over.

CHAPTER V – CONDUCT OF INLAND VESSELS IN RESTRICTED VISIBILITY

18. Vessels in restricted visibility.-

(1) Provisions of this Chapter shall be complied with by all vessels in all weather conditions.

(2) The rules relating lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited except, lights that do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(3) The lights specified under these rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

(4) The lights and shapes unless otherwise specified in Chapter IV shall comply with the positioning and technical details as per the provisions of Annexure-I to the International Regulations for Prevention of Collision at Sea (1972) or relevant National or International Standards.

CHAPTER VI – LIGHTS AND SHAPES

19. Visibility of lights.- The lights shall be visible at the following minimum ranges-

(1) The visibility of lights for a vessel of 20 metres or more in length shall be-

- (a) mast headlight for 3 miles;
- (b) side light for 2 miles;
- (c) stern lights for 2 miles;
- (d) towing light for 2 miles; and
- (e) all round light for 1 mile.

(2) The visibility of lights for a vessel less than 20 metres in length shall be-

- (a) mast headlight for 2 miles;
- (b) side light for 1 mile;
- (c) stern light for 1 mile;
- (d) towing light for 1 mile; and
- (e) white, red, green or yellow all round light for 1 mile.

20. Lights to be exhibited by inland vessel under-way.- (1) A mechanically propelled vessel under way shall exhibit-

- (a) a mast headlight forward.
- (b) side lights.
- (c) a stern light.

(2) A mechanically propelled vessel of less than 10 metres in length, in lieu of the lights specified in sub-rule (1) shall exhibit an all round white light and shall if practicable also exhibit side lights or a combined lantern.

21. Lights to be exhibited by towing and pushing vessels.- (1) Any inland vessel when towing or pushing shall exhibit-

- (a) two mast headlights forward in a vertical line and when the length of the tow exceeds 200 metres, three such light in a vertical line and these lights shall be in lieu of light prescribed in clause (a) of sub-rule (1) of rule 21 and such lights shall be placed not less than 1 metre apart and the lowest light placed at a height not less than 2 metres above the hull;
- (b) Side lights;
- (c) A stern light; and
- (d) A towing light in a vertical line above the stem light.

(2) When a pushing an inland vessel and another vessel ahead are connected in a composite unit, they shall be regarded as a mechanically propelled vessel and shall exhibit the lights prescribed in sub-rule (1).

(3) An inland vessel or object being towed shall exhibit.

- (i) side lights; and
- (ii) a stern light:

Provided that any number of vessels being towed or pushed in a group shall be lighted as one vessel.

(4) An inland vessel being pushed ahead, not being part of a composite unit, shall exhibit side lights at the forward end.

(5) An inland vessel being towed aside shall exhibit a stern light at the forward end of side lights.

(6) For any reason, if it is impracticable for any inland vessel or object being towed to exhibit the lights prescribed in these rules, all possible measures shall be taken to light such vessel or the object towed at least to indicate the presence of the unlighted vessel or object.

22. Lights to be exhibited by sailing vessel.- (1) A sailing vessel shall exhibit-

- (i) side lights; and
- (ii) a stern light.

(2) In a sailing vessel of less than 20 metres in length, the lights specified in sub-rule (1), may be combined in one lantern carried at or near the top of the mast where it can be seen.

(3) A sailing vessel underway may in addition to the lights specified in sub-rule (1) exhibit at or near the top of the mast, where they can best seen, two all round lights in a vertical line, the upper light being red and the lower light be green.

(4) A sailing vessel less than 10 metres in length, may exhibit lights specified in these rules, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

23. Lights to be exhibited by vessels not under command or restricted in their ability to manoeuvre.-

(1) A vessel not under command shall exhibit-

- (a) two all round red lights in a vertical line where they can best be seen by night;
- (b) two balls or similar shapes in a vertical line by day; and

(c) when making way through the water; shall exhibit side lights and a stern light in addition to the lights specified in clause (a).

(2) A vessel restricted in her ability to manoeuvre shall exhibit-

(a) three all round lights in a vertical line, the highest and lowest of these shall be red and the middle light shall be white.

(b) three shapes in a vertical line, the highest and lowest shapes shall be balls and the middle one a diamond.

(c) when making way through the water shall exhibit mast headlights, side lights and stem light in addition to the lights specified in clause (a).

(d) when at anchor, in addition to the lights specified in clause (a) and clause (b); lights and shapes specified under rule 29 for anchored vessels shall be exhibited.

24. Lights to be exhibited by vessel engaged in dredging.- A vessel engaged in dredging, in addition to the lights specified in sub-rule (2) of rule 26 shall exhibit, two all round red lights or two balls in a vertical line to indicate the side on which obstruction exists.

25. Lights to be exhibited by pilot vessel.- A vessel engaged on pilotage duty shall exhibit-

(1) at or near the mast head two all round lights in vertical line in which the upper light shall be white and the lower light shall be red; and

(2) when under way, in addition to lights referred in sub-rule (1), side light and stern light.

26. Lights to be exhibited by anchored vessels and vessels aground.- (1) A vessel at an anchor shall exhibit-

(a) in the fore part, an all round white light or one ball by day;

(b) at or near the stern and at a lower level than the light in clause (a), an all round white light.

(2) A vessel of less than 20 metres in length may exhibit one all round white light, where it can best seen.

(3) A vessel aground shall exhibit in addition to the lights specified in sub-rule (1) or sub-rule (2), where they can best seen-

(a) two all round red lights in a vertical line;

(b) three balls in a vertical line by day.

(4) A vessel of less than 10 metres in length shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to warn the approaching vessels.

(5) Non self-propelled vessels such as barges and pontoons etc. shall comply with the requirements for vessels at anchor in sub-rules (1) or (2).

27. Lights to be exhibited by hydrofoils and mechanized country craft.- Where it is impracticable for a mechanized country craft or a hydrofoil to exhibit lights and shapes of the characteristics or in positions specified in these rules, she shall exhibit lights and shapes as closely similar in characteristics and positions possible.

28. Sound signal Appliances - compliance level.- Unless otherwise specified in these rules, the sound signal appliances shall comply with the technical requirements as per relevant National or International Standards.

29. Equipment for sound signals.- A vessel of 20 metres and upto 100 metres more in length shall be provided with a whistle and a bell and a vessel of 100 metres or more in length, shall be provided with a gong.

30. Manoeuvring and warning signals.- (1) Single vessel when vessels are in sight of one another of a mechanically propelled vessel underway, when manoeuvring as authorised or required under these rules, shall indicate by the following signals on her whistle-

(a) one short blast to mean "I am altering my course to starboard";

- (b) two short blasts to mean, "I am altering my course to port"; and
- (c) three short blast to mean "I am operating stern propulsion".

(2) Overtaking vessels shall indicate by the following signals on her whistle-

- (i) two prolonged blast followed by one short blast to mean "I intended to overtake you on your starboard side"; and
- (ii) two prolonged blasts followed by two short blasts to mean "I intended to overtake you on your port side".

(3) A vessel being overtaken shall indicate her agreement by the following signals on her whistle by one prolonged and one short and again one prolonged one short blast. If there is any doubt she may sound signals specified in sub-rule (4).

(4) When vessels in sight of one another are approaching each other and for any reason either vessel fails to understand the intentions or actions of the other or is in doubt, whether sufficient action is being taken by the other to avoid collision of the vessel in doubt, shall immediately indicate such doubt giving at least 5 short and rapid blasts on the whistle, the signal may be supplemented by a light signal of at least 5 short and rapid flashes.

(5) A vessel nearing bend or an area of a channel where other vessels may be obscured, shall sound one prolonged blast and such signal shall be answered with a prolonged blast by any approaching vessel.

31. Sound signals in restricted visibility.- In or near an area of restricted visibility, signals specified in this rule shall be used as follows-

- (a) an inland vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast;
- (b) an inland vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes, two prolonged blasts in succession with an interval of about 2 seconds between them;
- (c) a vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught or a vessel engaged in towing, fishing or pushing another vessel, shall at intervals of not more than 2 minutes make three blasts in succession namely one prolonged followed by two short blasts;
- (d) a vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds and a vessel at anchor may in addition to sound three blasts in succession namely one short one prolonged and one short blast to give warning on her position, and possibility of collision to any approaching vessel;
- (e) a vessel aground shall give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell; and
- (f) a vessel of less than 10 metres in length shall not be obliged to give the above mentioned signals but shall make some other effective sound signal at intervals of not more than 2 minutes.

32. Distress signals.- When a vessel is in distress and requires assistance from other vessels or from shore, the following shall be the signals to be used or displayed by her either together or separately-

- (1) a continuous sounding of any sound signal apparatus;
- (2) a flag or a light waved in a circle to draw attention;
- (3) flares on the deck;
- (4) "May day" transmitted by radio telephony; and
- (5) the International Code Signal of distress indicated by NC.

33. Radio and navigation equipment.- Appropriate radio and navigation equipment are to be provided on the vessel depending on the area of operation and as determined by the Designated Authority. Vessels operating in Zone 1 are to be provided with the following equipment as a minimum-

- (a) Magnetic Compass(hand held or portable type or electronic type may be accepted);

- (b) Very High Frequency (VHF) radio;
- (c) Class B Automatic Identification System (AIS) with display;
- (d) Global Positioning System (GPS) Navigator;
- (e) Binocular;
- (f) Aldis lamp or search light;
- (g) Rudder angle indicator; and
- (h) such other equipment as may be decided by the Designated authority from time to time.

34. Application of the provision of Port Rules and National Waterway regulations.-

Notwithstanding any of the provisions of these rules, the provision of the Port Rules, Prevention of Collision Regulations, 2002 for National Waterways and National Waterways, Safety of Navigation and Shipping Regulations, 2002, shall apply, to the inland vessels, while making voyages within the port limits and National waterways.

[F. No. IWT-11011/91/2021-IWT]

SUNIL KUMAR SINGH, Adviser (Statistics)

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

ಸಹಾಯಕ ಪ್ರಾರೋಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಉಪ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-75

**ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ**

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 22 ಕೇನಿಪ್ರ 2022

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.

ದಿನಾಂಕ: 07.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Inland Vessels (Life Saving Appliances)
Rules, 2022ರ Notification-G.S.R. 425(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ ಕರ್ನಾಟಕ
ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS**NOTIFICATION**

New Delhi, the 7th June, 2022

G.S.R. 425(E).—Whereas draft of the Inland Vessels (Life Saving Appliances) Rules, 2022 were published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), vide notification of the Government of India in the Ministry of Ports, Shipping and Waterways vide number G.S.R. 140(E) dated the 22nd February, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 22nd February, 2022 inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on 22nd February, 2022;

And, whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore in exercise of the powers conferred by sub-section (1) of section 51 and clause (e) of sub-section (1) of section 98 read with clause (zl) and (zza) of sub-section (2) of section 106 of the Inland Vessels Act, 2021, the Central Government hereby makes the following rules, namely:-

1. Short title and commencement.— (1) These rules may be called the Inland Vessels (Life Saving Appliances) Rules, 2022.

(2) Save as otherwise provided, these rules shall come into force on the date of their publication in the Official Gazette.

2. Definitions.— (1) In these rules, unless the context otherwise requires,—

- (a) “Act” means the Inland Vessels Act, 2021(24 of 2021);
- (b) “existing vessel” or “existing inland vessel” means any inland vessel which is not any new inland vessel that falls within the ambit of the definition of “inland vessel” as defined in clause (q) of section 3 of the Act;
- (c) “major conversion or modification” means any of the following-
 - (i) change in gross tonnage of the vessel by more than ten per cent.;
 - (ii) change of vessel type;
 - (iii) change of propulsion system or main engines or type of fuel.
- (d) “new inland vessel” means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming into force of these rules.

(2) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

3. Compliance by existing inland vessels.— (1) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules:

Provided that the existing inland vessels that undergo major conversion or modification shall comply with the requirements specified under these rules, as may be considered necessary by the Designated Authority:

Provided further that in the case of change of propulsion system or main engines, the new rules shall apply to that equipment and systems only:

Provided also that existing vessels shall comply with the requirements of provision of life jackets, life buoys and life-raft or buoyant apparatus specified in rule 7 and the safety equipment plan specified in Rule 16 within one year from the date of coming into force of these rules.

(2) The owner and master of any new inland vessel, shall ensure that the vessel is constructed, maintained and operated in accordance with the requirements of these rules and that the vessel is suitable for its intended service.

(3) No new inland vessel shall be issued with the certificate of survey under the Act and the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with the design and carriage requirements for life saving appliances that the inland vessel shall carry, or those standards or requirements that are operational or procedural in nature.

(4) For the purpose of these rules, the Surveyor appointed under the Act shall satisfy himself that there is evidence of procedures in place to demonstrate that the inland vessel shall be operated in accordance with the requirements under these rules.

4. Equipment Standards and Guidance.- Any particular piece of life saving appliances, equipment or machinery that the inland vessels shall be provided with or carried onboard shall be in accordance with a national or international standard such as the Bureau of Indian Standards (BIS) or the International Organization for Standardisation (ISO).

5. Classification of vessels.- For the purposes of these rules, the inland vessels shall be classified as-

Class I – Passenger vessels;

Class II – Cargo vessels and vessels other than those falling under Class I and Class III; and

Class III - Non-self propelled vessels falling within the ambit of the definition under sub-clause (ii) of clause (y) of section 3 of the Act.

6. Life Saving Appliances.- (1) An inland vessel of Class I shall carry -

- (a) sufficient number of life-rafts or buoyant apparatus to accommodate at least 100% number of passengers and crew on board and the number of life rafts or buoyant apparatus may be as decided by the Designated Authority depending on area of operation and rescue services available and in vessels of less than 24 metres in length, buoyant apparatus may be replaced with equivalent number of life buoys;
 - (b) one life jacket each for 100% of passengers and crew on board;
 - (c) life jacket for infant, for 2.5% of total number of passengers certified to carry, where infant means person below 15 kilograms;
 - (d) life jacket for child, for 10% of total number of passengers certified to carry and for the purpose of this section, child means person other than infant and below 30 kilograms;
 - (e) at least four lifebuoys for vessels up to 24 meters length, six life buoys for vessel 24-45 meters length and 8 life buoys for vessels greater than 45 meters length and at least two of the life buoys shall be with self-igniting light and buoyant line of 30 metres in length;
 - (f) all class I vessels with passenger capacity more than 100 passengers shall be provided with a line throwing apparatus which includes not less than 3 projectiles with line each capable of carrying the line to a nominal range of 230 meters in calm weather;
 - (g) every vessel of Class I passenger capacity of 200 and above passengers and having length more than 45 metres shall have at least one rescue or workboat with minimum passenger capacity of six persons, which shall be provided with necessary equipment for launching on either side of the vessel and the rescue or workboats are to be maintained in working condition by regular servicing and demonstrated during annual surveys;
 - (h) all crew should possess sufficient training in rescue and first aid; and
 - (i) all boats shall have search lights and hand torches.
- (2) An inland vessel of class II shall carry –
- (a) at least one life raft or buoyant apparatus to accommodate all crew for vessel over 10 meters and in vessels of less than 24 metres in length, buoyant apparatus may be replaced with equivalent number of life buoys;
 - (b) one life jacket for each person on board; and
 - (c) at least two life buoys for vessels up to 24 meters length and four life buoys for above 24 meters of which one shall be equipped with retro-reflective tapes and buoyant line of 30 metres in length.
- (3) A manned inland vessel of class III shall carry –
- (a) one life jacket for each person on board; and
 - (b) at least two life buoys, one of which shall be equipped with self- switching light and buoyant line of 30 metres in length.

7. Technical requirements.- (1) Every lifesaving appliances provided as per provisions of these rules shall meet the technical requirements contained in national or international standards and such equipment shall be type approved by the Designated Authority.

(2) All life-saving appliances shall be properly stowed as per the approved plan and maintained or serviced as per the requirements of these rules.

(3) Life buoys, life rafts and buoyant apparatus shall be placed on board in such a way, to be capable of being float - free on submerging.

8. Operational readiness, maintenance and inspection.- (1) Before any inland vessel leaves port and at all times during the voyage, all life-saving appliances on board shall be in working order and ready for immediate use.

(2) Instructions for on-board maintenance of life-saving appliances shall be easily understood and illustrated where possible.

(3) The general emergency alarm system shall be tested weekly.

(4) Inflatable life-rafts shall be serviced at intervals of not more than 12 months at an approved servicing station:

Provided that, in cases where the service of a vessel and the location of approved service station make it impossible to comply with this requirement, the Designated Authority may allow this period to be extended but in no case shall the extension of time period provided under this sub-rule shall be more than 6 months.

(5) A copy of the report of the inspection shall be retained on board.

9. Servicing of life saving appliances.- (1) Liferafts shall be serviced annually in accordance with the requirements of the Designated Authority.

(2) Inflatable lifejackets shall be serviced at least every 2 years, and where any inflatable lifejackets are used on a regular basis, they shall be serviced annually.

(3) Rescue or workboats are to be maintained in working condition by annual servicing and demonstrated during annual surveys.

10. Public address or general alarm system for communications.- Class II and Class III (manned) vessels of more than 30 metres in length and all Class I vessels shall be provided with a general emergency alarm system or a public address system, which can be used for broadcasting a general emergency alarm and with respect to class I vessels, the public address system shall also meet the requirements of sub-rule (1) of rule 14.

11. Retro-reflective material.- Life-saving appliances shall be fitted with retro-reflective material and the dimensions and location of the material shall be in accordance with national or international standards.

12. Lock Transits.- Vessels transiting locks shall ensure a means of raising alarm in the case of an emergency and shall carry equipment such as-

(1) safety harness and safety rope;

(2) ladders and torches, as appropriate; and

(3) any other equipment or components as may be specified by the Competent Authority from time to time.

13. Emergency information and public address systems on Class I vessels.- (1) Vessels are to be provided with a public address system operable from at least one point that can be heard by all persons onboard and all vessels carrying more than 100 passengers or more than 30 metres in length shall have a public address system operable from at least two well separated points.

(2) In vessels carrying not more than 50 passengers in which the passengers have access to only one passenger compartment or space, a portable loud hailer may be carried in lieu of the a public address system as required under sub-rule (1).

(3) Entertainment systems shall be turned off automatically when the public address system is used and option for manual shut off shall be available on vessels with loud hailers.

(4) The system shall be used to inform the passengers of the action they shall take in the event of an emergency which may lead to the vessel being abandoned and such information, shall be given either prior to or immediately on leaving the berth. The items specified in sub rule (7) shall be part of the information provided.

Explanation.- In the case of vessels which operate regular ferry service of short duration where compliance would result in very frequent broadcasting of the safety message, other arrangements shall be considered by the Designated authority and such arrangements may include drawing attention to the relevant safety notices and the like.

(5) A public address system shall be powered from the main source of electrical power and from an alternative source of electrical power situated in a location remote from the main source and the battery back-up or spare batteries shall be carried for loudhailers.

- (6) Passenger emergency instructions notice shall be displayed in each passenger compartment and the number to be displayed shall depend on the layout of the compartments and the service in which the vessel is engaged.
- (7) The requirement of notice as stipulated in sub-rule (6), shall also be provided in waiting rooms and terminals, where practicable and the information provided in the notice shall include-
- (a) the method to be used to inform passengers that an emergency has occurred;
 - (b) the action that is required to be taken;
 - (c) how to use the life-saving equipment;
 - (d) how to don a lifejacket; and
 - (e) where lifejackets are carried.

14. Search and rescue (SAR) requirements for Class I vessels.- (1) All passenger vessels carrying more than 50 passengers shall carry an agreed and up to date plan for co-operation with relevant emergency services for the vessel's area of operation.

- (2) For the purpose of this rule, brief details of the passenger vessel, the company and the search and rescue services shall be exchanged and maintained ready for use and shall include direct contact details.
- (3) Exercises shall be undertaken periodically to test the plan's effectiveness.
- (4) Records of such exercises and names of participants shall be maintained.

15. Safety equipment plan.- All vessels of 24 metres length and over are to have a safety equipment plan displayed on board showing the location of various life saving appliances and all the fire control and fire fighting appliances fitted or carried on board to be used in an emergency.

[F. No. IWT-11011/91/2021-IWT]

SUNIL KUMAR SINGH, Adviser (Statistics)

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

ಸಹಾಯಕ ಪ್ರಾರೋಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಉಪ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-76

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 23 ಕೇನಿಪ್ರ 2022

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.

ದಿನಾಂಕ: 07.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Inland Vessels (Fire Fighting
Appliances) Rules, 2022ರ Notification-G.S.R. 426(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ
ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 7th June, 2022

G.S.R. 426(E).—Whereas draft of the Inland Vessels (Fire Fighting Appliances) Rules, 2022 were published, as required under sub-section (1) of section 106 of the Inland Vessels Act, 2021 (24 of 2021), *vide* notification of the Government of India in the Ministry of Ports, Shipping and Waterways *vide* number G.S.R. 141 (E) dated the 22nd February, 2022 in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section (i) dated the 22nd February, 2022 inviting objections and suggestions from all persons likely to be affected thereby before the expiry of the period of thirty days from the date on which copies of the Gazette containing the said notification were made available to public;

And, whereas, copies of the said Gazette notification were made available to the public on 22nd February, 2022;

And, whereas the objections and suggestions received from the public in respect of the said draft rules have been considered by the Central Government.

Now, therefore in exercise of the powers conferred by sub-section (1) of section 51 and clause (e) of sub-section (1) of section 98 read with clauses (zl) and (zza) of sub-section (2) of section 106 of the Inland Vessels Act, 2021, the Central Government hereby makes the following rules, namely-

1. Short title and commencement.- (1) These rules may be called the Inland Vessels (Fire Fighting Appliances) Rules, 2022.

(2) Save as otherwise provided, these rules shall come into force on the date of ~~its~~ their final publication in the Official Gazette.

2. Definitions.- (1) In these rules, unless the context otherwise requires,--

(a) "Act" means the Inland Vessels Act, 2021(24 of 2021);

(b) "Decked vessel" means vessel with a continuous watertight weather deck that extends from stem to stern;

(c) "existing vessel" or "existing inland vessel" means any inland vessel which is not any new inland vessel that falls within the ambit of the definition of "inland vessel" as defined in clause (q) of section 3 of the Act;

(d) "major conversion or modification" means any of the following-

(i) change in Gross Tonnage of the vessel by more than ten per cent.;

(ii) change of vessel type; and

(iii) change of propulsion system or main engines or type of fuel.

(e) "new inland vessel" means any inland vessel whose keel is laid or which is at a similar stage of construction on or after the date of coming into force of these rules.

(2) Words and expressions used and not defined in these rules but defined in the Act, shall have the meanings respectively assigned to them in the Act.

3. Compliance by existing inland vessels.- (1) All existing inland vessels shall comply with the requirements existing prior to coming into force of these rules:

Provided that the existing inland vessels that undergo major conversion or modification shall comply with the requirements specified under these rules, as may be considered necessary by the Designated Authority:

Provided further that in the case of change of propulsion system or main engines or type of fuel, the new rules shall apply to that equipment and systems only:

Provided also that existing vessels shall comply with the requirements of provision of Portable fire extinguishers, fire fighters outfits, fire axe, fire buckets and sandbox and the safety equipment plan as specified in these rules within one year of coming into force of these rules.

(2) The owner and master of any new inland vessel shall ensure that the vessel is constructed, maintained and operated under in accordance with the requirements of these rules and the vessel is suitable for its intended service.

(3) No new inland vessel shall be issued with the certificate of survey under the Act and the Inland Vessels (Survey and Certification) Rules, 2022, unless such vessel complies with the safety requirements including the physical design of the inland vessel or equipment that the inland vessel shall carry or those which are operational or procedural in nature,:

(4) Notwithstanding sub rule (1) to (3), the State Government may apply requirements in additional to any category of vessels.

(5) For the purpose of these rules, the Surveyor appointed under the Act shall satisfy himself that there is evidence of procedures in place to demonstrate that the inland vessel shall be operated in accordance with the requirements under these rules.

4. Equipment standards and guidance.- Any particular piece of equipment or machinery that the inland vessels shall be provided with or carried onboard shall be in accordance with a national or international standard such as the Bureau of Indian Standards (BIS) or the International Organization for Standardisation (ISO).

5. Fire pumps.- (1) Every decked vessel shall be provided with at least one power operated pump which may be independently driven or vessels with propulsive power not more than 375 kW, where engine can be declutched and passenger vessels are to be provided with at least two power driven pumps, one of which is permanently installed.

(2) For the purpose of this rule, sanitary, ballast, bilge or general service pumps may be accepted as fire pumps.

6. Capacity of fire pump.- The minimum capacity of fire pumps shall not be less than be 10 cubic metres per hour for cargo vessels, and not less than 20 cubic metres per hour for passenger vessels. The pump capacities may be reduced to 6 cubic metres per hour and 12 cubic metres per hour, respectively for vessels of length less than 12 metres or alternatively a portable engine driven pump may be accepted by the Designated Authority and in the case of non-self propelled barges without any machinery on board, a portable engine driven fire pump may be sufficient.

7. Arrangement of fire pumps and fire main.- (1) The fire pump suction shall be so arranged that the pump shall operate efficiently at the lightest draught likely to be encountered in service.

(2) In cargo vessels, if the main fire pump is located in the space containing oil fired boiler or internal combustion type propelling machinery, an emergency fire pump shall be provided and the emergency pump and its source of power and sea connection shall be situated outside the space where the main fire pump is located:

Provided that if the emergency fire pump as provided under sub-rule (2) is operated by power, the pump capacity shall be at least 10 cubic metres per hour and 6 cubic metres per hour for vessels of less than 12 metres in length:

Provided further that if the emergency fire pump as provided under sub-rule (2) is manually operated, it shall be provided with hose and a nozzle of at least 10 millimeters diameter capable of being directed on to any part of the vessel:

Provided also that if a permanently installed main fire pump is available, a portable emergency fire pump may be accepted.

(3) In passenger vessels, the fire pumps are to be installed in separate main compartments so that one of the pumps shall be available in case of fire or flooding in a main compartment and one of the pumps may be portable type.

(4) If the emergency fire pump is provided, isolating valves to separate the section of the fire main within the machinery space containing the main fire pump or pumps from the rest of the fire main shall be fitted in an easily accessible and tenable position outside the machinery space.

8. Fire main and hydrant.- (1) In vessels of 24 metres length and above, a fire main is to be provided so that at least one jet of water may reach any part of the vessel and in passenger vessels, any point of the vessel shall be reached from at least two hydrants in different locations and in the case of non-self-propelled barges without machinery on board, fire main need not be provided.

(2) Materials readily rendered ineffective by heat are not to be used for fire mains and where steel pipes are used they are to be galvanised internally and externally and cast iron pipes are not to be used for fire mains.

(3) Relief valves shall be provided in conjunction with all fire pumps, if the pumps are capable of developing a pressure exceeding the design pressure of the water service pipes, hydrants and hoses and these valves are to be so placed and adjusted as to prevent excessive pressure in any part of the fire main system.

(4) The positions of hydrants and valves or cocks are always readily accessible.

9. Fire hoses and nozzles.- (1) Approved fire hoses shall be of non-perishable material and shall be sufficient in length to project a jet of water to any of the space in which they may be required to be used.

(2) Each hose shall be provided with a nozzle and the necessary couplings.

(3) Hoses specified as “fire hoses” shall together with any necessary fittings and tools be kept ready for use in conspicuous positions near the water service hydrants or connections.

(4) Fire hoses shall have a length of at least 10 metres, but not more than-

- (a) 15 metres in machinery spaces; and
- (b) 20 metres in other spaces and open decks.

(5) Same size hose and nozzle is provided for each hydrant in the vessel, which shall be inter-changeable at any place of the vessel.

(6) For the purpose of this rule, the hose diameter shall be maximum of 64 millimeters and minimum of 38 millimeters and they shall be lined.

(7) At least two fire hoses with dual purposes nozzles (jet or spray) of not less than 12 millimetres bore shall be provided and these are to be stowed in hose boxes placed close to the hydrants.

10. Portable fire extinguishers.- (1) The extinguishing medium employed shall be suitable for extinguishing fires in the compartments in which they are intended to be used.

(2) All fire extinguishers are to be of National or International Standards.

(3) The capacity of required portable dry powder fire extinguishers shall not be less than 5.0 kilograms and other extinguishers shall have a fire extinguishing capability at least equivalent to that of a 5.0 kilograms dry powder fire extinguisher.

(4) Foam fire extinguishers, where required are of a minimum capacity of 9 litres.

(5) Extinguishers are to be stowed in readily accessible positions

(6) Portable fire extinguishers of appropriate type shall be provided.

(7) One portable fire extinguisher shall be provided in the following locations, as applicable-

- (a) in the wheelhouse;
- (b) close to each entrance of accommodation spaces;
- (c) close to each entrance of service spaces containing heating or cooking equipment or any other equipment having similar fire risk when not directly accessible from the accommodation;
- (d) close to each entrance to machinery spaces;
- (e) in suitable position below deck in the machinery space so that no location in space is more than 10 metres walking distance from an extinguisher;
- (f) in passenger vessels, one additional appropriate fire extinguisher shall be provided for-
 - (i) each unit of 120 square metres or part thereof of the gross floor area in passenger areas;
 - (ii) each group of 10 cabins, or part thereof.

(8) Carbon dioxide fire extinguishers shall not be placed in accommodation spaces.

11. Non-Portable fire extinguishers in machinery spaces.- In case of vessels exceeding 30 metres length and having total power of engines at 750 kW and above, at least one foam extinguisher of capacity of not less than 45 litres shall be provided in the machinery space and in other vessels a 15 kilograms capacity dry powder extinguisher shall be provided in the main machinery space.

12. Fixed fire detection and fixed fire extinguishing system.- (1) In cargo vessels constructed of composite material, main machinery space where total power output is 375 kW and above are to be provided with a fixed fire extinguishing system complying with National or International Standards.

(2) In all passenger vessels with total power output of 550 kW and above, it shall be provided with a fixed fire extinguishing system in main machinery space.

(3) Main machinery space with total power output as specified in sub-rule (1) and (2) which are not continuously manned are to be provided with a fire detection and alarm system.

(4) The fixed fire extinguishing agents may be of Carbon dioxide, water or other acceptable agents such as HFC 227, IG-541 and FK-5-1-12.

13. Fireman's outfit.- (1) Every passenger vessel of length of 45 metres and above with sleeping cabins shall be provided with at least one fireman's outfit.

(2) A fireman's outfit shall consist of-

(a) personnel equipment comprising-

- (i) protective clothing of material to protect the skin from the heat radiating from the fire and from burns and scalding by steam and the outer surface of protective clothing shall be water-resistant;
- (ii) boots and gloves of rubber or other electrically non conducting material;
- (iii) a rigid helmet providing effective protection against impact;
- (iv) an electric safety lamp (hand lantern) of an approved type with a minimum burning period of three hours; and
- (v) an axe; and

(b) breathing apparatus of an approved type with spare charges or breathing air compressor.

(3) Every vessel of 45 metres and above are to be provided with two breathing apparatus with spare charges or breathing air compressor, which may include the breathing apparatus required under sub rule 2(b).

14. Fire Axe.- Every vessel exceeding 15 meters in length shall be provided with at least one fire axe.

15. Fire Buckets.- Minimum one fire bucket with lanyard shall be provided for every 10 metres of length of the vessel.

16. Sand box with scoop.- In every vessel at least one sand box with scoop in machinery and boiler space shall be provided and quantity of sand shall not be less than 0.076 cubic meters and for vessels of less than 10 metres length the capacity of sand box may be reduced by 50 per cent.

17. Additional requirements for roll-on or roll off vessels.- (1) When it is intended to carry motor vehicles with fuel for their own use in their tanks, two portable extinguishers shall be provided on each vehicle deck, one of which is to be positioned in the fore part and one in the after part of the vessel and four portable extinguishers shall be provided on each vehicle deck if the number of vehicles on the deck exceeds 50.

(2) Enclosed ro-ro deck spaces are to be fitted with an approved fixed pressure water spraying system and scuppers are to be fitted so as to ensure that such water is rapidly discharged overboard.

18. Additional requirement for tankers.- The provisions for fire-fighting in tankers carrying petroleum oils, chemicals and liquefied gases are to comply with the requirements as may be specified by the Designated Authority.

19. Safety equipment plan.- Inland vessels more than 24 metres in length are to have a copy of approved safety equipment plan displayed on board showing the location of various life saving appliances and all the fire control and fire fighting appliances fitted or carried on board to be used in an emergency.

[F. No. IWT-11011/91/2021-IWT]

SUNIL KUMAR SINGH, Adviser (Statistics)

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

ಸಹಾಯಕ ಪ್ರಾರೋಪಕಾರ ಮತ್ತು ಪದನಿಮಿತ್ತ
ಸರ್ಕಾರದ ಉಪ ಕಾರ್ಯದರ್ಶಿ
ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು
ಶಾಸನ ರಚನೆ ಇಲಾಖೆ

PR-77

ಸಂಸದೀಯ ವ್ಯವಹಾರಗಳು ಮತ್ತು ಶಾಸನ ರಚನೆ ಇಲಾಖೆ
ಅಧಿಸೂಚನೆ

ಸಂಖ್ಯೆ: ಸಂವ್ಯಶಾಇ 24 ಕೇನಿಪ್ರ 2022

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 12.09.2022.

ದಿನಾಂಕ: 09.06.2022 ರಂದು ಭಾರತ ಸರ್ಕಾರದ ಗೆಜೆಟ್‌ನ ವಿಶೇಷ ಸಂಚಿಕೆಯ
Part-II-Section-3 Sub Section (i)ರಲ್ಲಿ ಪ್ರಕಟವಾದ the Marine Aids to Navigation (Duties of
Director General) Rules, 2022ರ Notification-G.S.R.443(E) ಅನ್ನು ಸಾರ್ವಜನಿಕರ ಮಾಹಿತಿಗಾಗಿ
ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರದಲ್ಲಿ ಮರು ಪ್ರಕಟಿಸಲಾಗಿದೆ,-

MINISTRY OF PORTS, SHIPPING AND WATERWAYS

NOTIFICATION

New Delhi, the 9th June, 2022

G.S.R. 443(E).— Whereas the Central Government had, in exercise of its powers under sub-section (1) of section 46 of the Marine Aids to Navigation Act, 2021 (20 of 2021), published the draft Marine Aids to Navigation (Duties of Director General) Rules, 2021, in the Gazette of India, Extraordinary, vide number G.S.R 819 (E), dated 18th November 2021 for information of all persons likely to be affected thereby; and notice was given that the said draft rules would be taken into consideration by the Central Government after the expiry of a period of thirty days from the date on which copies of the Gazette containing this notification are made available to the public;

And whereas, the copies of the said Gazette notification were made available to the public on 18th November, 2021;

And whereas, no objections or suggestions were received from the public in respect of the said draft rules;

Now, therefore, in exercise of the powers conferred by sub-section (2) of section 46 of the Marine Aids to Navigation Act, 2021 (20 of 2021), the Central Government hereby makes the following rules, namely: -

1. **Short title and commencement.**—(1) These rules may be called the Marine Aids to Navigation (Duties of Director General) Rules, 2022.
(2) It shall come into force from the date of their publication in the Official Gazette.
2. **Definitions.**—(1) In these rules, unless the content otherwise requires,
 - (a) “Act” means Marine Aids to Navigation Act, 2021 (20 of 2021);
 - (b) “Directorate General” means the Directorate General of Aids to Navigation;
 - (c) “Directorate” means Directorate of Aids to Navigation;
 - (d) “Director” means the Director of Aids to Navigation;
 - (e) “fairways” means navigable waters outside port limits;
 - (f) “Training Institute” means the Marine Navigation Training Institute.(2) Words and expressions used but not defined in this rules and defined in the Marine Aids to Navigation Act 2021, General Financial Rules, 2017 (as amended) and Government Accounting Rules, 1990 (as amended) will have the same meanings respectively assigned to them in that Act.
3. **Organisation of the Directorate General.**—(1) The Government of India through Ministry of Ports, Shipping and Waterways shall be the controlling authority for matters pertaining to Marine Aids to Navigation including Vessel Traffic Services.
 - (2) The National and International obligations pertaining to Aids to Navigation and Training and Certification on Aids to Navigation including Vessel Traffic Service, shall be fulfilled by the Director General in accordance with Section 5 of the Act.
 - (3) The development, establishment, maintenance and management of general aids to navigation shall be exercised by the Director General in accordance with Chapter IV, Sections 8 and 9 of the Act.
 - (4) Training and Certification of personnel on Aids to Navigation including Vessel Traffic Service and Accreditation of Training Organisations, shall be exercised by the Director General.

- (5) The head office of the Directorate General of Aids to Navigation shall be at such place as the Central Government may, by notification in the Official Gazette, specify, and for the purpose of administration of Aids to Navigation, there may be established at such places as the Central Government may think fit, branch offices of the Directorate General.
- (6) For the purpose of effective functioning of Directorate General, the coastline of India shall be demarcated and defined as Districts of Marine Aids to Navigation as below:

Sr.No.	Name of District	Jurisdiction of the District
1	Gandhidham	Part of State of Gujarat – Costal stretches and Islands between International Border Line (IBL) to Latitude 22°24'N.
2	Jamnagar	Part of State of Gujarat and Union Territory of Diu – Coastal stretches and Islands between Latitude from 22°24'N to 21°45'N including territory of Gulf of Kutch and Gulf of Kambhat.
3	Mumbai	Part of State of Gujarat, part of State of Maharashtra and Union Territory of Daman – Coastal stretches and Islands between Latitude from 21°45'N to 16°30'N.
4	Goa	Part of State of Maharashtra, State of Goa and State of Karnataka - Coastal stretches and Islands between Latitude from 16°30'N to 12°45'N.
5	Kochi	State of Kerala and Union Territory of Lakshadweep - Coastal stretches and Islands between Latitude from 12°45'N to 08°17'N.
6	Chennai	Coastal stretches and Islands of State of Tamil Nadu and Union Territory of Pondicherry including Gulf of Mannar
7	Visakhapatnam	Coastal stretches and Islands of State of Andhra Pradesh between Latitude from 13°27'N to 18° 12'N
8	Kolkata	Part of State of Andhra Pradesh, State of Orissa and West Bengal – Coastal Stretches and Islands between Latitude from 18°12'N to International Border Line (IBL).
9	Port Blair	Union Territory of Andaman and Nicobar Islands

Note:

- The administration of certain aids to navigation might vary depending upon locational advantage, technical sustainability and administrative expediency, which shall be notified by the Director General from time to time.
 - Based on to the technological advancement and trade development, further redistribution of jurisdiction of districts might be necessary, which shall be implemented and notified by the Director General, with prior approval of the Central Government.
- Two or more Districts shall be grouped as zone for inspection, monitoring, operational and technical sustainability and administrative expediency, and shall be headed by the Deputy Director General.
 - The office of each district will be designated as Directorate of Aids to Navigation. Notwithstanding anything contained above in sub-rule 7, the administrative charge and control of each District, except Gandhidham, shall be delegated to the Director, who shall be responsible to the Director General for the general administration of Aids to Navigation of respective district.
 - The administrative charge and control of Gandhidham District, having a Vessel Traffic Service setup, shall be delegated to the Deputy Director General who will be responsible to the Director General for the general administration of Aids to Navigation including vessel traffic services in his district.

- 4. Marine Navigation Training Institute and its campuses.**—(1) There shall be Marine Navigation Training Institutes to impart training on Aids to Navigation and Vessel Traffic Services.
- (2) The Director General shall be responsible for all matters pertaining to the Training Institute.
- (3) The Director General may delegate such responsibilities referred to under sub-rule (2) to the officer not below the rank of Director.
- (4) As a part of skilled capacity building, the Central Government may establish satellite campuses of the Training Institutes.
- (5) The Training Institutes shall undertake Research and Development activities in the field of aids to navigation and vessel traffic services to remain abreast with the global developments.
- 5. Duties of Director General.**—The Director General shall be responsible for discharging the following duties:—
- (i) Executing administrative, technical, financial and statutory functions as head of the Directorate General;
 - (ii) Implementing provisions of the Act;
 - (iii) Advising the Government of India for all matters related to Aids to Navigation;
 - (iv) Managing the Marine Aids to Navigation dues in accordance with the Marine Aids to Navigation (Accounting and Financial Power) Rules, 2022;
 - (v) Discharging the role of Member Secretary to the Central Advisory Committee on Marine Aids to Navigation;
 - (vi) Representing as a national member at International Association of Marine Aids to Navigation and Lighthouse Authorities;
 - (vii) Liaisoning with national and international organisations on matters pertaining to Marine Aids to Navigation;
 - (viii) Implementing International Conventions and Treaties pertaining to Aids to Navigation, to which India is a party.
 - (ix) Entering into bilateral or multilateral memorandum of understanding with the countries on the matters related with development of Aids to Navigation and training;
 - (x) Inspecting Local Aids to Navigation along the coastline of India;
 - (xi) Advising State Government, State Maritime Boards, Major and Minor Ports, Department of Fisheries and other organisations on the provision and improvement of Local Aids to Navigation;
 - (xii) Managing and operating of certain Vessel Traffic Service, at the request of respective Vessel Traffic Service provider on payment basis, as per the direction of Central Government;
 - (xiii) Researching, developing and adopting of evolving technologies including development of test beds in the field of Aids to Navigation;
 - (xiv) Planning, developing, executing and managing General Aids to Navigation along the coast line of India including the maritime zones;
 - (xv) Harmonising operation of Aids to Navigation;
 - (xvi) Facilitating unobstructed functioning of General Aids to Navigation;
 - (xvii) Ensuring uninterrupted availability of General Aids to Navigation with specified accuracy as per standards stipulated by the International Association of Marine Aids to Navigation and Lighthouse Authorities;
 - (xviii) Planning, developing, executing and managing Heritage Lighthouses for cultural, educational and tourism purposes;
 - (xix) Formulating risk assessment policy for augmentation of Aids to Navigation including Vessel Traffic Services along the coast line of India including the maritime zones;
 - (xx) Developing and managing a national training plan for capacity building in the field of Aids to Navigation and Vessel Traffic Service;
 - (xxi) Managing national data bank of Aids to Navigation and Vessel Traffic Service personnel and their status on training;
 - (xxii) Training and certification of Aids to Navigation and Vessel Traffic Service personnel.

- (xxiii) Accreditation of training organisations and follow-up audits;
- (xxiv) Marking of wrecks in fairways as per the direction of Central Government;
- (xxv) Undertaking periodical appraisal to the Central Government on matters related to the Directorate General of Aids to Navigation;
- (xxvi) Any other duties as may be assigned by the Central Government.

6. Powers of Director General.—The Director General shall be entitled to:

- (i) Exercise administrative, technical, financial and statutory functions as the Head of the Department as per the orders issued by the Central Government;
- (ii) Exercise all delegated powers issued by the Ministry of Port, Shipping and Waterways;
- (iii) Issue orders, manuals, notices, Standard Operating Procedures (SoPs), instructions for internal functioning under the ambit of the Act;
- (iv) Implement the provisions of Marine Aids to Navigation dues including review of rates and modalities for collection and refund with the prior approval of Central Government;
- (v) Convene the meeting of Central Advisory Committee on Marine Aids to Navigation on the advice of Chairman and to sanction travel expenses to non-official members to attend meetings of Central Advisory Committee on Marine Aids to Navigation;
- (vi) Nominate delegations to participate in the conferences, workshops, symposium, seminars and trainings organised by International Association of Marine Aids to Navigation and Lighthouse Authorities, with the prior approval of the Central Government;
- (vii) Nominate delegations to represent in the bilateral and multilateral International forums on the matters related to Aids to Navigation with the prior approval of the Central Government;
- (viii) Convene meetings of stakeholders on the matters related to Aids to Navigation;
- (ix) Inspect any 'local' aids to navigation and seek required information from the local authority pertaining to respective Aids to Navigation and subsequently:-
 - (a) Suggest corrective action, in case of any discrepancy observed;
 - (b) Undertake restoration of Aids to Navigation service on request against payment of such cost;
- (x) Sanction schemes pertaining to research and development to remain abreast with the evolving technologies in the field of Aids to Navigation with the prior approval of Central Government;
- (xi) Sanction schemes for development, execution and management of General Aids to Navigation with the prior approval of Central Government;
- (xii) Initiate such action as may be necessary to restrict activities which interfere or obstruct the operation of aids to navigation;
- (xiii) Sanction schemes for development, operation, maintenance and management of heritage lighthouses for cultural, educational and tourism purposes;
- (xiv) Sanction schemes for promotion of tourism at potential lighthouses;
- (xv) Seek information on the training status of Aids to Navigation/ Vessel Traffic Service personnel from the respective providers of such training;
- (xvi) Deal with matters pertaining to accreditation, training and certification in accordance with Marine Aids to Navigation (Accreditation of Training Organisations) Rules, 2022 and other instructions/directions issued by the Central Government;
- (xvii) Enter into memorandum of understanding/ memorandum of association with International Association of Marine Aids to Navigation and Lighthouse Authorities/ International Association of Marine Aids to Navigation and Lighthouse Authorities World Wide Academy in the matters pertaining to training and certification with the prior approval of Central Government;
- (xviii) Engage professional services and manpower for development, operation and maintenance of General Aids to Navigation, Heritage Lighthouse and Vessel Traffic Service as per the norms prescribed by the Central Government;
- (xix) Outsource faculty and resources for discharging the functions pertaining to training and certification of Aids to Navigation/ Vessel Traffic Service personnel;

- (xx) Administer the flag code, emblem and uniform code of personnel of the Directorate General of Aids to Navigation;
 - (xxi) Sanction schemes for marking of wrecks;
 - (xxii) Release of foreign exchange for import of essential items and services for establishment and maintenance of General Aids to Navigation, subject to prior approval of the Central Government.
7. **Power to Delegate.**—The Director General may delegate his powers under these rules, to officers by an order in writing, subject to such restrictions, limitations and conditions.

[F.No. LH-11012/2/2021-SL]

LUCAS L. KAMSUAN, Jt. Secy.

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ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ, ಗುರುವಾರ, ೧೫, ಸೆಪ್ಟೆಂಬರ್, ೨೦೨೨

ಭಾಗ ೪

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಆರ್. ಶ್ರೀನಿವಾಸ)

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